

# GRAIN DEALERS JOURNAL

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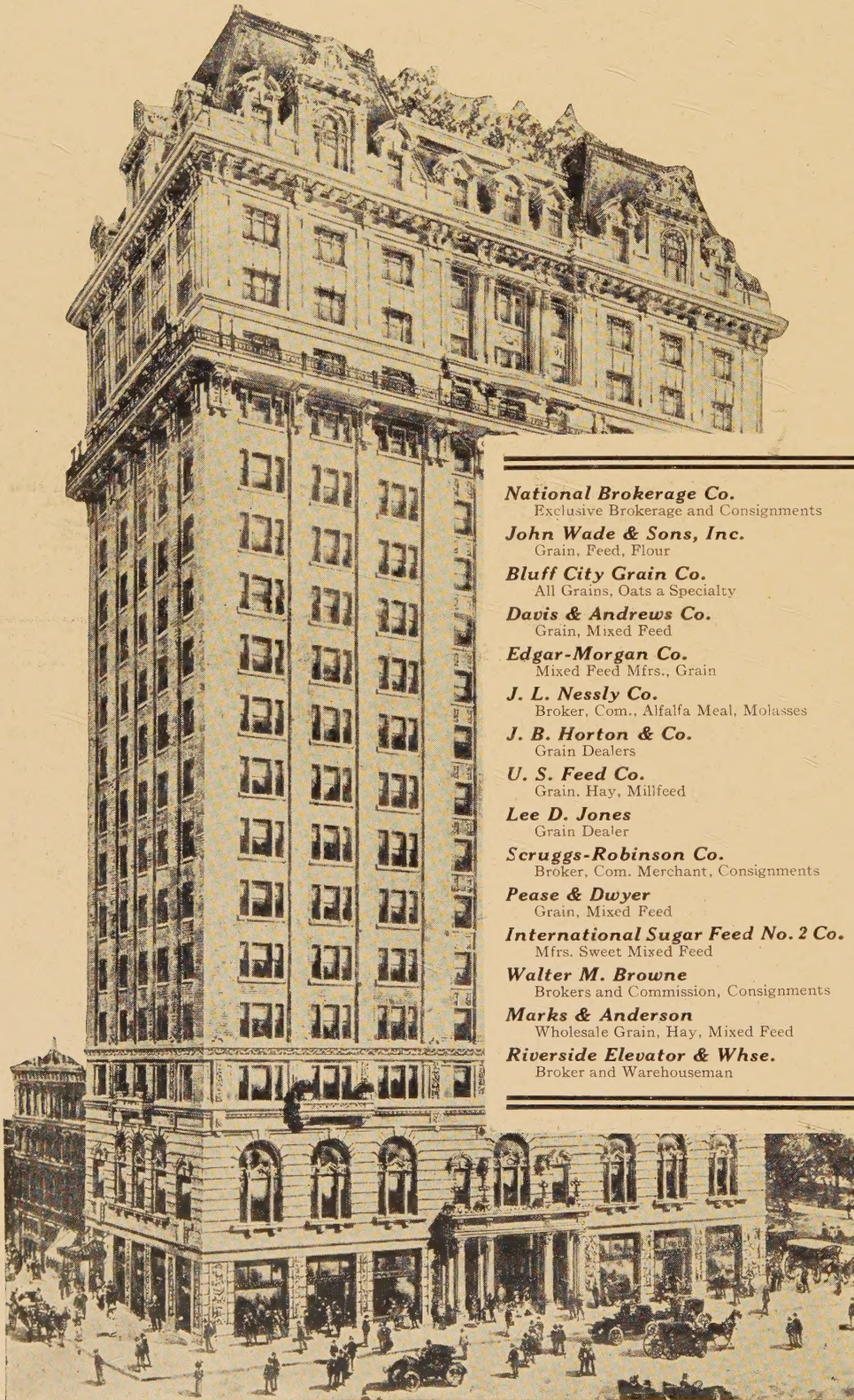
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Broker, Com. Merchant, Consignments

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Grain, Mixed Feed

**International Sugar Feed No. 2 Co.**  
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**Marks & Anderson**  
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**Riverside Elevator & Whse.**  
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**Sessum Coal & Grain Co.**  
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**L. P. Cook**  
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High Grade Mixed Feeds

**Cereal Byproducts Co.**  
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**Embry E. Anderson**  
Grain, Hay, Ear Corn a Specialty

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Flour and Corn Meal

**G. E. Patteson & Co.**  
Mfrs. Mixed Feed, Grain

**L. B. Lovitt & Co.**  
Cottonseed and Peanut Products

**Mississippi Elevator Co.**  
Grain Dealers, Feed Mfrs.

**Clark-Burkle & Co.**  
Grain and Hay

**H. J. Hasenwinkle**  
Consignments

**Denyven & Co.**  
Broker and Commission

**J. E. Tate & Co.**  
Wholesale Grain Dealers

**E. E. Buxton**  
Broker and Commission Merchant

**Royal Feed & Milling Co.**  
Mixed Feed Mfrs.

**"SERVICE"**  
Our By-word



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

## ALBANY, GA.

Bush, V. R., flour, feed, grain broker.  
Georgia Commission Co., mdse. and grain brokers.  
Martin & Co., Roy, broker, grain and feedstuffs.

## ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.\*

## ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.  
Callaway Grocery Co., The, whole. gro., grain, feeds.  
Hinton & Co., O. R., mdse. and grain brokers.  
O'Farrell Brokerage Co., flour, grain, hay, mxd. fds.\*  
Pitner & Beusse, grain and merchandise brokers.\*  
Steedman, Wm. B., grain, feed broker.\*  
Webb Brokerage Co., grain, flour, feed specialty.  
Wier Feed & Grain Co., whole. grain, feed, flour.

## ATLANTA, GA.

Commercial Exchange Members.  
Atlanta Milling Co., buyers of soft mlg. wheat.\*  
Brooke & Co., T. H., grain, hay, flour, c/s pdts.  
Fain Grain Co., W. L., flour, feed, field seeds.\*  
Leonard & Sons, J. T., feedstuffs, mdse. brokers.  
Martin, Theo. W., broker, grain, flour, hay, mxd. feed.  
Smith, Edward E., broker, grain, hay, flour, mxd. feed.  
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.\*

## AUGUSTA, GA.

Board of Commerce Members.  
Clark Milling Co., dealers grain & feedstuffs.\*  
Cranston & Co., A., brokers, grain, hay, feed.  
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.  
Eve & Co., H. C., grain, grain pdts., mdse. brokers.  
Fletcher & Co., W. W., brokers, grain, hay, grain, flour, feed.  
Hinson, O. W., broker, grain, hay, flour, mxd. feed.\*  
Lamb & Hollingsworth, brokers, grain, flour, feed.\*  
Robinson Co., P. F., brokers, feed, grain, flour, hay.

## BALTIMORE, MD.

Chamber of Commerce Members.  
Baltimore Grain Co., grain receivers, exporters.\*  
Baltimore Pearl Hominy Co., corn products.\*  
Blackburn & Co., C. P., grain receivers, exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and exporters.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, grain commission merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

## BEAUMONT, TEX.

Archer Brokerage Co., grain brokers.

## BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

## BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

## BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.\*  
Cecil Brokerage Co., grain, hay, millfeed brokers.\*  
Cosby Flour & Grain Co., W. M., grn., flour crn. ml.\*  
Guice, Edward T., flour, grain, feed broker.  
Hemphill & Co., R. C., mdse. & grain brokers.  
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.  
Morgan & Co., B. C., broker grain, feed, flour, hay.\*  
Ramsey & Co., J. E., mdse., grain, feed, flour broker.  
Southeastern Brokerage Co., grain, hay, feed.  
Sunny South Grain Co., mfrs. mxd. fd., ctn. sd. ml.  
Tennessee Mill & Feed Co., feedstuffs.  
Western Grain Co., mfrs. mxd. feed, crn. meal, grits.\*  
Wood-Crabbe Grain Co., mfrs. crn. ml., grts., gr., hay.\*

## BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

## BOSTON, MASS.

Chamber of Commerce Members.  
Bensaquin, Matthew D., grain brokerage, commission.\*  
Jaquith, Parker, Smith & Co., wheat, barley, milo.\*

## BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.  
Ogg, C. D., mdse., grain & feedstuffs.  
Taylor, C. A., grain, hay, feed broker.

## BUFFALO, N. Y.

Corn Exchange Members.  
Armour Grain Co., grain merchants.\*

## BUFFALO (Continued)

Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Grain & Seed Co., receivers, shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevator Co., consignments.\*  
Gee-Lewis Grain Co., grain consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
McConnell Grain Corporation, commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.  
Taylor & Bournique Co., grain merchants.\*  
Urmon Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

## CAIRO, ILL.

Board of Trade Members.  
Cairo Grain Commission Co., consignments.\*  
Halliday Elevator Co., grain dealers.\*  
Thistlewood & Co., grain and hay.

## CARROLLTON, MO.

Claiborne Commission Co., commission merchants.\*

## CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford Grain Co., grain and grain products.\*  
King Wilder Grain Co., grain shippers.\*

## CHATTANOOGA, TENN.

Grain Exchange Members.  
Bagley & Semmes, hay, grain and feed brokers.  
Chattanooga Feed Co., grain, feed, hay, cowpeas.  
Harbin, A. D., hay, grain and mill feeds.  
Hood Feed Co., flour, feeds, field seeds.  
Lookout Brokerage Co., grain feeds, mdse.  
Tennessee River Mfg. Co., corn buyers, corn meal mfrs.  
Thomasson & Co., J. T., grain, hay, feed.  
Winer Feed Co., food, feed, seed.

## CHICAGO, ILL.

Board of Trade Members.  
Anderson & Co., W. P., grain commission merchants.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brannan & Co., John E., grain commission merchants.\*  
Bridge & Leonard, warehouse merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.\*  
Gerstenberg & Co., commission merchants.\*  
Hales & Hunter Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Holt & Co., Lowell, commission, grain and seeds.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
McKenna & Dickey, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.\*  
Paynter, H. M., grain and field seeds.\*  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.\*  
Quaker Oats Co., buyers of grain.\*  
ReQua Bros., wheat a specialty.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothschild Co., Moses, receivers and shippers.\*  
Rumsey & Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Uplike Grain Co., consignments.\*  
Leland & Co., E. F., grain and seeds.\*  
Zweig & Co., Harry A., cash grain only.

## CINCINNATI, O.

Grain & Hay Exchange Members.  
Bingham-Scholl Co., grain merchants.\*  
Early & Daniel Co., grain, hay, feed.\*  
Mutual Commission Co., hay, grain and feed.\*  
Perin Bros., want corn.\*

## CLEVELAND, O.

Grain & Hay Exchange Members.  
Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., The, receivers and shippers.\*  
Lake Shore Elevator Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevator Co., receivers grain, hay, straw.\*  
Strauss & Co., H. M., receivers, shippers hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

## COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.\*

## COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.\*  
Dexter & Hamburger, grain, hay, feed, flour brokers.\*  
Joseph Co., Dan, grain, grain products.\*  
Watkins & Co., L. C., mdse. and grain broker.

## CRAWFORDSVILLE, IND.

McCardle-Black Co., grain commission merchants.

## CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdse.

## DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.

Rothschild Co., S., grain, c/s products, rice b/p.\*

## DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.\*

## DECATUR, ALA.

Lyle-Taylor Grain Co., whole. grain, hay, feeds.

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

## DENVER, COLO.

Grain Exchange Members.  
Ady & Crowe Merc. Co., The, grain and hay.  
Conley-Ross Grain Co., The, grain and beans.  
Crescent Flour Mills, The, wheat, corn oats.\*  
Gallagher Grain Co., grain merchants.\*  
Denver Elevator. We buy and sell grain and beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Grain Co., O. M., receivers and shippers.\*  
McCaull-Dinsmore Co., wholesaler and commission.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Scott-George Grain Co., receivers and shippers.\*  
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.\*  
Thompson Merc. Co., The W. F., wholesale hay.  
Warwick Grain Co., buyers & sellers all kinds of grain.

## DES MOINES, IOWA.

Board of Trade Members.  
Anderson Co., D. L., grain merchants.\*  
Barts & Co., W. H., grain merchants.\*  
Central Iowa Grain Co., consignments.\*  
Des Moines Elevator & Grain Co., oats a specialty.\*  
Harper & Sons, commission merchants.\*  
Iowa Grain Co., receivers and shippers.\*  
Lockwood, Lee, grain, millfeed broker.  
Marshall Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Perrine & Co., W. H., commission merchants.\*  
Taylor & Patton Co., corn and oats.\*  
Tower, C. A., grain broker.

## DETROIT, MICH.

Board of Trade Members.  
Carson & Co., H. C., corn, oats, rye.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., grain, hay consignments a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain and hay.\*  
Swift Grain Co., consign or ask for bid.\*

## DUBLIN, GA.

Barton, J. W., commission merchant.  
Farmers Co-op. Elev. & Mills, grain and feed.\*  
Peacock, R. T., broker.  
Pope, J. T., flour and corn miller.  
Walker, C. L., merchandise broker.

## FLOYDADA, TEXAS.

Marshall Grain Co., shippers of milo.

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

## FRANKFORT, IND.

McCardle-Black Co., grain commission merchants.

## GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, fr., mdse.

Gadsden Brokerage Co., feed, fr., hay c/s pdts.

## GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.\*

## GREENVILLE, MISS.

Lyle & Lyle, whole. grain, hay, feedstuffs.

## GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.\*

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.

Gulftport Grocery Co., gro., grain, fd., fr., etc.\*

Howie & Co., J. B., bkrs., grain, fd., fr., hay.

## HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

## HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.\*

Koehler-Twiddle Elevator Co., grain dealers.\*

Moritz Grain Co., Chas., wholesale grain.

Sexton, C. R., grain.

(Continued on next page.)

\*Member Grain Dealers National Association.



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., fr.  
McLain & Co., A. S., grain, feed, mdse. broker.  
Merchants Grocery Co., whole. grocers, grain, fd., fr.

## HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.\*

## HOUSTON, TEX.

Beatty-Archer Co., grain brokers.\*  
Gulf Grain Co., grain, hay, millfeed.\*  
Rothschild Co., S., grain, c/s products, rice b/p.\*

## HUTCHINSON, KANS.

### Board of Trade Members.

Farmers Co.-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Hausam-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hutchinson Grain Co., grain merchants.  
Kelly Milling Co., Wm., millers of hard wheat.  
Jay Hausam & Company, grain merchants.  
McClure Grain Co., J. B., buyers and sellers.\*  
Pettie Grain Co., L. H., grain merchants.  
Prairie Grain Co., buyers, sellers, millers wheat.  
Reno Flour Mills Co., millers and grain dealers.  
Rock Milling & Elevator Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., receivers, shippers milo kafir.  
Union Grain Co., grain merchants.

## HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlrs. gr. & gr. pdts.  
Lyle & Lyle, whole. grain, hay, feedstuffs.

## INDIANAPOLIS, IND.

### Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.  
Bingham-Hewitt-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain Co., grain commission.  
Evans Grain Co., W. R., commission and brokerage.\*  
Goldberg Grain Co., consignments.\*  
Hayward-Rich Grain Co., grain commission.\*  
Hill Grain Co., The Lew, commission & brokerage.  
Hoosier Grain Co., consignments only.  
Kendrick & Sloan Co., Inc., grain and hay.  
Kinney Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.  
Menzie Grain & Bkg Co., Carl D., grain commission.\*  
Merchants Hay & Grain Co., hay, grain, mill feed.\*  
Montgomery & Tompkins, receivers and shippers.  
Shottwell & Co., C. A., grain & hay.  
Steinhart Grain Co., commission and brokerage.\*  
Urmon Grain Co., receivers and shippers.\*  
Witt, Frank A., grain commission and brokerage.\*

## JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elvtr., track buyers, sellers, gr. & sds.  
Wagner-White Co., track buyers-sellers, grain-feed.

## JACKSON, MISS.

Aviston Flour Co., feed mfgs. whl. flour, grain.\*  
Brittain & Co., F. L., mer. bkrs., dlrs. hay, gr., mill pdts.  
Green, R. H., whole. grocers, pds. grain, mill feed.  
Nall & Co., A. S., grain brokers.  
Royal Feed & Mfg. Co., mixed feed mfgs.\*

## JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedstuffs, mdse.  
Florida Gr. & Elvtr. Co., corn and oats.  
Howard Grain Co., whole. dealers grain, hay, flour.\*  
Hulsey-Bessent Co., hay, grain, produce brokers.  
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.  
Savage & Redavats Co., merchandise & grain brokers.  
Smith Co., C. E., gen'l brokers, Havana & Miami.\*  
Wilson & Parker Co., brokers, grain, feed, hay, etc.\*

## JASPER, ALA.

Acuff, J. D., buyer white milling corn.  
Robins, J. H., grain, hay, feed, flour broker.

## KANSAS CITY, MO.

### Board of Trade Members.

Addison Grain Co., consignments.  
Beyer Grain Co., consignments and mill orders.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Claiborne Commission Co., commission merchants.\*  
Croydale Grain Co., grain commission.  
Davis Grain Co., A., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Ditts & Morgan, consignments.\*  
Ernst Davis Grain Co., commissions.\*  
Federal Grain Co., receivers, shippers.\*  
Fresco Elevators Co., grain merchants.\*  
Goffe & Carkner, receivers and shippers of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, milo.  
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."  
Logan Bros. Grain Co., receivers and shippers.\*  
Masters Brokerage Co., H. S., flour, millfeed, grain.  
Mensendiek Grain Co., commissions.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Norris Grain Co., grain merchants and exporters.  
Orthwein Matchette Co., consignments, buying orders.\*  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scouler Bishop Grain Co., receivers and shippers.\*

## KANSAS CITY (Continued)

Shannon Grain Co., consignments.  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignment futures.  
Thresher Fuller Grain Co., grain commission.\*  
Western Grain Co., shippers (a specialty).\*

## KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.\*  
Levy & Co., R. T., merchandise and grain brokers.  
Security Mills & Feed Co., mfrs. of mixed feed.\*  
Smith & Co., J. Allen, flour, meal, feed.\*

## LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

## LEAVENWORTH, KANS.

Wilson-Legler Hay & Grain Co., grain dealers.

## LITTLE ROCK, ARK.

### Grain Exchange Members.

Cunningham Commission Co., grain, corn products.\*  
Caple & Stockton, hay, grain, feed.  
Cochran Co., H. K., grain dealers.  
Daniel Mill & Elevator Co., Joe, grain, hay, feed.  
Darragh Company, hay, grain, mixed feeds.\*  
Davis, S. P., dealer, consignments.  
Farmer Wilson Co., brokers, hay, grain, mill feed.\*  
Gordy Co., C. L., grain brok., hay, grain, mill feed.\*  
Hayes Grain & Commission Co., dealers in grain, hay.\*  
Munn Brokerage Co., grain, hay, mill feed.\*  
Niemeyer Grain Co., George, grain, hay, mill feed.\*  
Weinmann Milling Co., grain, hay, mixed feeds.  
Wilson Co., John R., grain brokers.

## LIMA, O.

Riddle & Co., T. P., hay and grain.

## LINCOLN, NEBR.

### Grain Exchange Members.

Barstow Grain Co., W. T., recvrs. and shprs. all grs.  
Central Granaries Co., wheat, corn, oats, rye, barley.  
Cummings Grain Co., M. T., grain, seed, millfeed.  
Ewart Grain Co., wheat, corn, oats, rye, barley.\*  
Foster Grain Co., receivers and shippers.  
Gooch Milling & Elvtr. Co., flour, feed, macaroni pdts.  
Lincoln Grain Co., grain merchants.\*  
Nebraska Corn Mills, meal, pearl hominy, corn, flour.  
Paul, John M., grain broker.  
Western Feed Dealers Supply Co., hay, gr., millfeeds.  
Wright-Leet Grain Co., receivers and shippers.

## LOS ANGELES, CALIF.

### Grain Exchange Members.

Pacific Grain & C. S. P. Co., grain & c/s meal.

## LOUISVILLE, KY.

### Board of Trade Members.

Bingham-Hewitt Gr. Co., receivers-shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay, grain and feeds.\*  
Fruehtenicht, Henry, grain, feed, hay.  
Kentucky Public Elevator Co., storers and shippers.\*  
Schuff & Co., A. C., specialty white mig. corn, wh.\*  
Verhoeff & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

## MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.  
McCORD, Chas. R., flour, grain, feed, broker.  
McRae, D. L., flour, grain, hay, feed, broker.\*  
Middlebrooks Bros., brokers.\*  
National Milling Co., mfrs. mixed feed.  
Mott Brokerage Co., hay, grain, flour, feed broker.

## MARSHALL, MO.

Claiborne Commission Co., commission merchants.\*

## MEMPHIS, TENN.

### Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.\*  
Brown, Walter M., broker & com., consignments.\*  
Buxton, E. E., broker and commission merchant.\*  
Bluff City Grain Co., all grains, oats a specialty.\*  
Cereal Byproducts Co., everything for mixed feeds.  
Clark-Burkie & Co., grain and hay.\*  
Cook, L. P., receiver and shipper.  
Davis & Andrews Co., grain, mixed feed.\*  
Denyven & Co., brokers and commission.\*  
Edgar-Morgan Co., mixed feed manufacturers, grain.  
Hawenwinkle, H. J., consignments.  
Horton & Co., J. B. grain dealers.  
International Sugar Feed No. 2 Co. mfrs. swt. mx. fd.  
Jones, Lee D., grain dealers.\*  
Lovitt & Co., L. B., cotton seed and peanut products.  
Marks & Anderson, wholesale grain, hay, mixed feed.\*  
Memphis Milling Co., high grade mixed feed.\*  
National Brokerage Co., flour, grain, feed brokers.\*  
Mississippi Elevator Co., grain dealers, feed mfgs.\*  
Nessly Co., J. L., broker, com., alf. meal, molasses.\*  
Patterson & Co., C. E., mfgs. mixed feed, grain.\*  
Pease & Dwyer, grain, mixed feed.\*  
Riverside Elevator & Warehouse, broker & whse/man.  
Royal Feed & Milling Co., mixed feed manufacturers.\*  
Scruggs-Robinson Co., brok. com. mer. consignments.\*  
Sessum Coal & Grain Co., grain, mixed feed.  
Stout-Hunt Milling Co., flour and corn meal.  
Tate & Co., J. E., wholesale grain dealers.  
U. S. Feed Co., grain, hay, mill feed.\*  
Wade & Sons, Inc., John, grain, feed, flour.\*

## MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*  
Alley, A. A., dealers & broker, grain and seeds.

## MERIDIAN, MISS.

### Board of Trade Members.

Anderton & Co., W. A., whole brokers, gr., hay, fd.  
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.  
George Co., The A. H., grain dlrs., mxd. fd. mfgs.\*  
Gibson Brokerage Co., J. A., grain & mdse. brokers.  
Harris, John H., grain and mdse. brokers.  
Hayward & Scott, grain brokers & mfrs. agents.  
Lyle Grocery Co., The Tom, who. gro., grain & hay.  
Lyon & Co., A. J., whole. gro., grain, feed.  
Meridian Grain & Elvtr. Co., gr. dlrs., mxd. fd. mfrs.  
Meyer Bros., wholesale groc., grain, feed.  
Smith Brokerage Co., grn., gr. pdts., hay, ctn., sd. pts.\*  
Sturgis Co., grain dealers, mixed feed mfgs.\*  
Threefoot Bros. & Co., whole grain, feed, fr., gro.\*  
Snowden Com. Co., grain, hay, rice brokers.  
Tutt Grain Co., J. B., grain, fd., ctn. sd. pdts., dlrs.  
Queen City Feed Co., grain, hay, flour, corn meal.  
Winner-Klein & Co., whole gro., grain, feed.

## MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Blanchard Grain Co., grain receivers.\*  
Franke-La Budde Grain Co., feeds, grain, hay.  
Kamm Company, P. C., barley and rye.\*  
Quinn Shepherdson Co., receivers & shippers.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elvtr. Co., grain receivers and shippers.\*  
Taylor & Bourne Co., grain merchants.\*  
Thayer & Co., C. H., receivers & shippers.\*

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Banner Grain Co., grain receivers.  
Benson, Stabeck Co., grain commission.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Chambers-Mackay Co., screenings & mill feed.  
Dalrymple Co., William, grain commission.\*  
Davies & Co., F. M., grain commission.\*  
Gee Grain Co., G. E., receivers and shippers.  
Getchell-Tanton Co., grain commission.  
Godfrey Grain Co., receivers and shippers.\*  
Gould Grain Co., receivers and shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Malmquist & Co., C. A., receivers & shippers.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Quinn-Shepherdson Co., receivers and shippers.\*  
Scroggins Grain Co., corn and oats.\*  
Sterling Grain Co., receivers and shippers all grains.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., mill oats & screenings.\*  
Wernli-Anderson Co., grain commission, screenings.  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley and oats my specialty.

## MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pdts., brokers.  
Cleveland Co., Frank, bkrs. & com. merchants.  
Hopper & Co., H. M., grain, mifds., hay brokers.\*  
King & Co., John R., bkrs., grn., mifds., hay, beans.  
Meador & Co., W. M., mdse. & grain brokers.  
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pdts.  
Stanford & McKinney, brokers, grain, grain pods.  
Suttle, J. L., grain, gr. pdts., feed, mdse. broker.\*  
Turner-Young Grain Co., dlrs., gr., gr. pdts., mfrs. fd.  
Vass & Co., H. P., mdse. & grain brokers.  
Wilson Brokerage Co. expt. freight bkrs., fwdg. agts.  
Ziliak & Schafer Mfg. Co., grain & gr. pdts., feed.  
Zimmern's Co., J., mxd. fd. mfgs., dlrs. grain & hay.

## MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dlrs. in Ala. pdts.  
American Mfg. & Feed Co., mfgs. crn. ml. gr. dl., fd.  
Broadner Bros., grain, feed, flour, mdse. bkrs.  
Cody-Craig Co., grain, feed, flour, mdse., brokers.  
Hobbie Grocery Co., H. M., operts. "Hobbie Elvtr."  
Holland & Co., O. C., mdse. & grain brokers.  
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.  
Mitchell & Co., Chas. E., dlrs., hay, grain, cow peas.  
Richardson Co., O. A., grain, feed, flour brokers.  
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pdts.  
Smith Brokerage Co., grain, feed, flour, hay.  
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

## MOULTRIE, GA.

Delay, A. J., flour and grist mill.  
Moultrie Mill & Elvtr. Co., grain and feedstuffs.

## NASHVILLE, TENN.

### Grain Exchange Members.

Allen Grain Co., receivers and shippers.\*  
Bennett & Co., John C., brokers.\*  
Crosier & Co., W. H., receivers and shippers.\*  
Daugherty-Vincent Grain Co., receivers and shippers.\*  
Gillette Grain Co., The, operators steel elevator.\*  
Hale & Sons, J. R., receivers and shippers.\*  
Hermitage Elvtr. & Warehouse Co., public storage.\*  
Jones & Co., Chas. D., receivers and shippers.\*  
Kerr, S. S., receiver and shipper.\*  
Liberty Mills, flour and feed.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NASHVILLE, TENN. (Continued)

Mero Mills, FLavo FLOUR, feeds.\*  
Nashville Grain & Feed Co., receivers and shippers.  
Nashville Roller Mills, self rising flour mfrs.\*  
Nashville Warehouse & Elvtr. Co., public storage.\*  
Neil Shofner Grain Co., receivers and shippers.\*  
Rex Mill & Feed Co., grain and feeds.\*  
Tate, W. R., receiver and shipper.\*  
Tennessee Grain Co., receivers and shippers.\*  
Tyner & Co., John A., corn, wheat, oats, seeds.\*  
Wilkes & Co., J. H., grain, flour, feeds.\*  
Worke & Co., R. H., grain, feed, hay.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.\*

### NEW ORLEANS, LA.

#### Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.\*  
Barr, R. J., grain exporter.\*  
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.  
Kallman Co., Paul R., recvrs., shprs., expts. of grain.  
Langenberg Hay & Grain Co., recvrs., shprs. & expts.\*  
Lunham & Moore, forwarding & freight brokerage.  
Matthews & Bro., Chas. R., grain & grain pdts., brks.\*  
Matthews & Sons, Geo. B., recvrs. & shprs., feed mfrs.  
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.  
Nathan & Fettes, fwdg. agt. & expt. fght. broker.\*  
Neumond, K. & E., dirs. & expts in feed articles.  
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.\*  
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.\*  
Rogers, James M., grain brokerage & forwarding.\*  
Royal Feed & Mlg. Co., mfrs. of mixed feed.  
Thomas Co., James, exporters & forwarders.\*  
Waterman & Co., J. S., gr. flour & fd. brks., flr. jbrs.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.  
Brinard Commission Co., consignments.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Schwartz & Co., B. F., commission merchants.\*  
Therrien, A. F., broker.\*

### NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.\*  
Cnerokee Grain Co., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Coyte Co., The W. H., c/s pdts., grain, hay.  
Dustin Grain Co., grain, feed, seeds.\*  
Lang Grain Co., J. H., prompt and efficient service.\*  
Langenberg Bros. Grain Co., grain merchants.  
Maney Export Co., grain merchants.  
Marshall Grain Co., grain, feed, seeds.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain merchants, millers.\*  
Rutledge Grain Co., commission merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., commission merchants.\*

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Reitz Grain Co., consignments.  
Butler Welsh Grain Co., grain merchants.\*  
Carlisle Grain Co., S. S., consignments.\*  
Cope & Kearney, grain commission.\*  
Crowell Elevator Co., receivers, shippers.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers and commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., receivers and shippers.\*  
Oswald Delaney Grain Co., consignments.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Storkham Grain Co., E., commission merchants.\*  
Taylor Grain Co., brokers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.\*  
Updike Grain Co., consignments.\*

### PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

### PARIS, ILL.

McCordle-Black Co., grain commission merchants.

### PEORIA, ILL.

#### Board of Trade Members.

Partlett Co., S. C., grain commission.\*  
Bowman & Co., Geo. L., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*

### PEORIA, ILL. (Continued)

Slick, L. E., consignments solicited.  
Turner Hudnut Co., receivers and shippers.  
Tyng Grain Co., commission merchants.\*  
Worth-Gyles Grain Co., grain commission.

### PENSACOLA, FLA.

Bonacker Bros., bkrs., gr., hay, feed, flr., ctn. sd. pts.  
Consolidated Grocery Co., whsle gro., grain, produce.  
Gonzalez Co., The M. F., gr., hay, feed, mfrs. crn ml.  
Jones & Co., B., grain, hay, flr., mill feed brokers.  
Meador & Co., W. M., mdse. & grain brokers.  
Wagenheim Co., The I. E., bkrs. mdse., gr., shorts, bn.  
Wolff, I., mdse., grain, feed broker.

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Taylor & Bournique Co., grain merchants.\*  
Young & Co., S. H., wheat, corn, oats.

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geidel & Leubin, grain and hay.  
Hardman & Heck, grain, hay, millfeed.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Taylor & Bournique Co., grain merchants.\*  
Walton Co., Samuel, grain and hay.\*  
Young & Fisher, brokerage and commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Tri-State Terminal Co., general grain and bags.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay and feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### ROME, GA.

Childsey, Jas. B., grain, hay and feed broker.\*  
White Brokerage Co., grain, hay, flour.

### ROANOKE, VA.

Albergotti Bros., hay, grain, feed, flour.\*

### SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

### SAVANNAH, GA.

Moore & Co., grain, hay, cottonseed pdts.

### SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.  
Tilly Co., The Chas. H., seed merchants.\*  
Webster & Co., E. A., grain commission, oriental seeds.

### SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.  
Campbell & Co., McD., brokers gr., flr., mdx. fd., hay.  
Crandell, H. F., merchandise & grain broker.  
Hooper, Son & Coleman, mdse., grain, flour brokers.  
Ross, Rivers F., flour, feed & grain broker.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Gordon Commission Co., T. P., gr. dealer and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.  
Marshall Hall Grain Co., consignments solicited.\*  
Sloan-Neidorp Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Ballard-Messmore Grain Co., recvrs. grain, hay, seeds.  
Bushfield Grain Co., receivers and shippers.  
Claiborne Commission Co., commission merchants.\*  
Dreyer Commission Co., feeding stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., receivers and shippers grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain commissions.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Powell & O'Rourke, corn a specialty.  
Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SEDALIA, MO.

Claiborne Commission Co., commission merchants.\*

### SIOUX CITY, IOWA.

#### Board of Trade Members.

Jutton Co., L. C., grain commission.  
Bailey, Walter H., grain merchants.\*  
Godfrey Grain Co., receivers and shippers.\*  
McCaull Dinsmore Co., commission.\*  
Morris Grain Co., brokers.  
Rumsey & Co., receivers of consignments.\*  
Taylor & Bournique Co., grain merchants.\*  
Terminal Grain Corp., receivers and shippers.\*  
Warwick Grain Co., consignments solicited.  
Western Terminal Elevator Co., receivers and shippers.\*

### SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.\*

### STERLING, COLO.

Eller Grain Co., grain, hay, feed.  
Moritz Grain Co., C., wholesale grain.

### TALLEDEGA, ALA.

Farmers Ex. & Elvtr. Co., grain, feed, mfrs. corn meal.

### TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.  
Harman & Hulsey, grain, hay, millfeed brokers.\*  
Hart & Co., E. H., grain & feedingsuffs broker.  
Miller-Jackson Grain Co., grain & feed dealers.\*  
Spence Brokerage Co., grain, feed, alf. meal, hay.  
Tampa Brokerage Co., grain, hay, flour, feedstuffs.  
Quinby, Edmund B., mdse. & feedingsuffs broker.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### THOMASVILLE, GA.

Burch & Son, W. H., corn millers.  
South Georgia Brokerage Co., brokers.  
Thomasville Elvtr. Co., corn, velvet beans, field seeds.

### TOLEDO, OHIO.

#### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Morehouse & Co., wholesale grain and seeds.  
Rice Grain Co., cash grain.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.  
Young Grain Co., grain receivers, shippers.  
Zahn & Co., J. F., grain seeds.\*

### TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*

### TOPPENISH, WASH.

Preston Grain & Mlg. Co., alf. meal, grain, hay, fdstfs.

### TUSCALOOSA, ALA.

Eddins Brokerage Co., grain, feed, flour, mdse.  
Indian Milling Co., mixed feed mfrs.  
Rosenbush Brokerage Co., grain, feed, flour, mdse.  
Southern Grain Co., grain, hay, mfrs. corn meal.

### TUSCUMBIA, ALA.

Belser, Harry K., grain, feeds, mdse broker.  
Hammerly, E. T., grain, hay, feed, seed.

### UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.  
Dahnke-Walker Milling Co., milling, grain, feed.\*  
Howell Grain & Feed Co., grain and feed.

### VALDOSTA, GA.

Birdsey Commission Co., mdse. and grain brokers.  
So. Georgia Milling Co., mfr. mx. feed, vel. bean ml.  
Valdosta Mill & Elvtr. Co., grain, corn meals, feeds.

### VICKSBURG, MISS.

Well & Son, R., brokers; corn, oats, meal, hay, chops.  
Wilkinson, R. C., grain broker.

### VINCENNES, IND.

McCordle-Black Co., grain commission merchants.

### WICHITA, KANS.

#### Board of Trade Members.

Beyer Grain Co., consignments and mill orders.\*  
Blood-Pickerill Grain Co., consignments, mill orders.  
Carroll Grain Co., recvrs-shippers-grain, feed.\*  
Claiborne Commission Co., commission merchants.\*  
Clark Burd Grain Co., consignments.\*  
Clark Grain Co., C. M., all kinds grain and feed.  
Craig Grain Co., J. W., consignments and mill orders.  
Groth, Samuel C., milling wheat and feed.  
Hayes Grain Co., John, Okla.-Kan. wheat for mills.  
Kansas Flour Mills Co., receivers and shippers.\*  
Kansas Milling Co., millers and grain merchants.\*  
Kelly Grain Co., Edward, grain and mill feed.  
Koch Grain Co., Geo., milling wheat.  
Kramer Grain Co., receivers and shippers.\*  
Raymond Grain Co., consignments.  
Schaefer Grain Co., The, general grain dealers.\*  
Smith Elevator Co., receivers and shippers.\*  
Strong Trading Co., wholesale grain and feed.\*  
Wallingford Bros., receivers and shippers.\*  
Warwick Grain Co., "always have a bid."  
Wichita Flour Mills Co., millers and grain merchants.  
Wichita Grain Co., receivers and shippers.  
Wichita Terminal Elev. Co., general elevator business.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.\*

\*Member Grain Dealers National Association.



# LINCOLN GRAIN EXCHANGE

Lincoln is located in the center of the great grain producing and grain consuming district making at all times an active market.

It is served by a great network of railroads, enabling shipment to be made in any direction.

Avail yourself of the advantages of this market.

Communicate with any of the Lincoln Grain Exchange members listed below.

**Gooch Milling & Elevator Co.,**  
Flour, Feed, Macaroni Products.

**Central Granaries Co.,**  
Wheat, Corn, Oats, Rye, Barley.

**Nebraska Corn Mills,**  
Meal, Pearl Hominy, Table Grits, Corn,  
Flour, Feed.

**Ewart Grain Co.,**  
Wheat, Corn, Oats, Rye, Barley.

**W. T. Barstow Grain Co.,**  
Receivers and Shippers of all Grains.

**Wright-Leet Grain Co.,**  
Receivers and Shippers.

**Lincoln Grain Co.,**  
Grain Merchants.

**Western Feed Dealers Supply Co.,**  
Hay, Grain and Mill Feeds.

**M. T. Cummings Grain Co.,**  
Grain, Seed, Millfeed.

**John M. Paul,**  
Grain Broker.

**Foster Grain Co.,**  
Receivers and Shippers.

Chamber of Commerce  
Members

## MINNEAPOLIS

Chamber of Commerce  
Members

CONSIGNMENTS  
SOLICITED

### INTERNATIONAL GRAIN CO.

COMMISSION  
MERCHANTS

We Are Always in the Market for Wheat  
FLOUR EXCHANGE BLDG.

MINNEAPOLIS, MINN.

**BENSON STABECK CO.**  
**BEST SERVICE C.**

Grain Commission Since 1903

**MINNEAPOLIS**  
DULUTH MILWAUKEE

**WOODWARD-NEWHOUSE CO. Grain Commission**  
Minneapolis, Minn.

J. L. McCaull, Pres. R. A. Dinmore, Vice-Pres.  
S. J. McCaull, Sec. A. M. Dinmore, Treas.

**The McCaull-Dinmore Co.**  
COMMISSION MERCHANTS  
915-16-17 Chamber of Commerce  
MINNEAPOLIS, MINN.  
Duluth Milwaukee Omaha

WE SELL  
FEED **WHEAT** MILLING  
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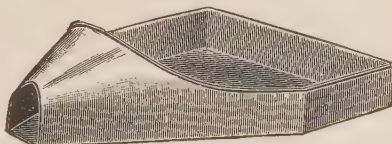
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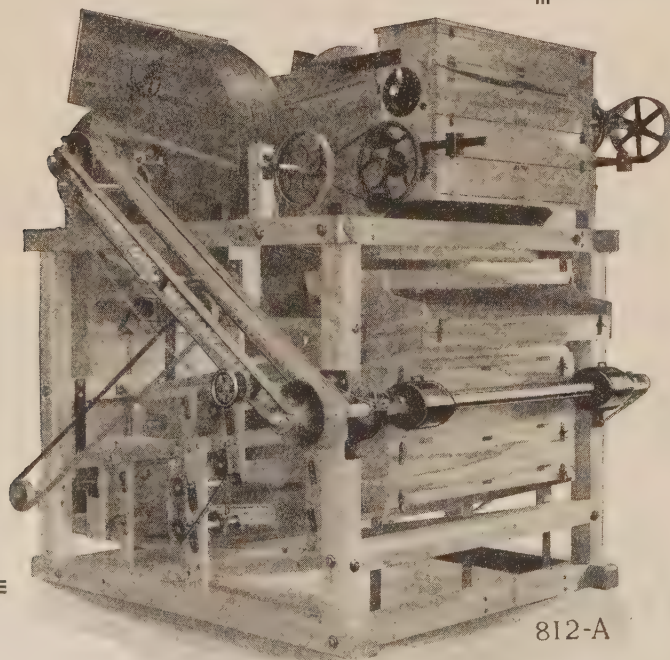
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Silver Creek, N. Y.Ask for a Description of  
it. Post yourself on the  
new ideas.



# SUCRENE FEEDS

**L**OOK for a big demand on Sucrene Feeds for spring and summer feeding. Sucrene Dairy Feed for cows on pasture, Sucrene Hog Meal and Poultry Feeds for growing pigs and poultry, have an established reputation for profitable returns.

Right now we are giving Sucrene dealers a tremendous advertising boost. Page and double-page announcements on spring and summer feeding of Sucrene are going to stock feeders, dairymen and poultry raisers in your locality—arousing old friends and creating new prospects for immediate business.

The high price of oats and corn, and the greater cost of operating trucks, have brought a marked increase in the demand for Sucrene Horse Feed with Alfalfa. It materially reduces the cost of horse power and promotes health. Tell your horse owners about it.

Get your order in now. Write us at once for prices.

## AMERICAN MILLING COMPANY

Main Office and Mills: PEORIA, ILL.

BRANCH OFFICES: Philadelphia, Pa., 205, The Bourse  
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Sucrene Dairy Feed

Sucrene Calf Meal

Sucrene Hog Meal

Sucrene Poultry Mash  
with Buttermilk

Sucrene Scratch and  
Chick Feeds

Sucrene Horse Feed  
with Alfalfa

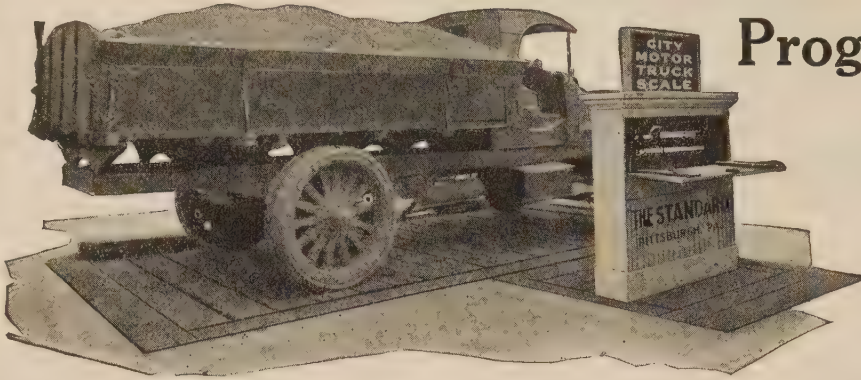
Amco Fat Maker for  
Steers

Empire 20% Dairy Feed

Amco Dairy Feed 25%  
Protein for Heavy  
Milkers







## Progressive Farmers

in all sections of the country are using motor trucks for hauling grain to the market—indicative of the trend of the times. You as a progressive grain dealer must equip your elevator to keep pace with the farmers. Before the new crop is on the way to your elevator investigate—eventual installation—the motor truck scale

## “THE STANDARD”

line. It is giving satisfaction in elevators throughout the country. “The Standard” Scales were built for this purpose. They are guaranteed to be strictly high grade throughout, both in materials and workmanship. The name “The Standard” is your guarantee of the very highest quality in scale construction. The quality of accuracy is in-built in “The Standard” Scales. Every one must be right, for if a scale does not weigh accurately, it does not weigh at all, it only approximates.

Regardless of what your scale needs may be, they can be supplied from “The Standard” line.

Send for Catalog No. 73. It tells more about “THE STANDARD” Scales

## THE STANDARD SCALE & SUPPLY COMPANY

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New York	Philadelphia	Cleveland	Chicago	Baltimore	Dallas
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**For Rigidity**  
**Accessibility**  
**Uniformity of Product**  
**Economy of Power and Lubricant**  
**Nicety of design and construction**

A Bauer Attrition Mill can't be beat.

**THE BAUER BROS. CO.**  
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Makers of Single Disc Mills,  
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**SCIENTIFIC**

## WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Herringbone Reduction Gears
Bag Closing Machine	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers and Purifiers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Renewable Fuse
Cleaner	Rolls for Cracking Corn
Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Conveying Machinery	Scarifying Machine
Distributor	Self Contained Flour Mill
Dockage Tester	Separator
Dump { Auto Truck	Sheller
{ Wagon	Sieves
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

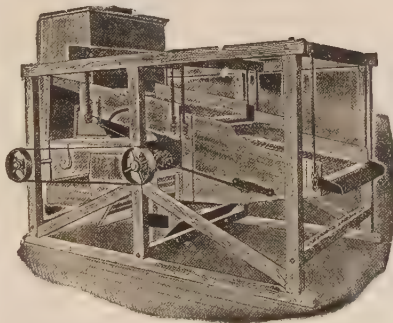
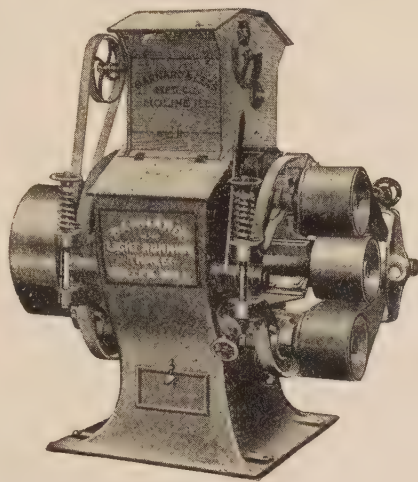
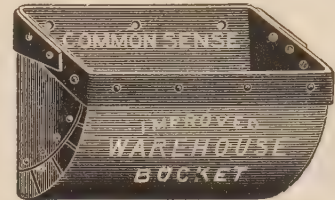
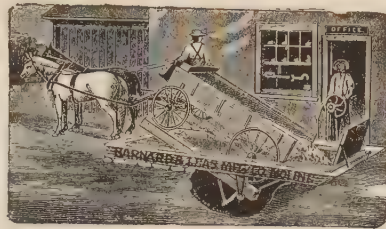
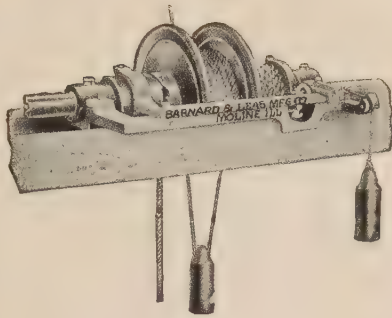
or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago





## Handle Your Grain Quickly and Profitably

BY INSTALLING

### Barnard-Moline Grain Handling Machinery

The Barnard-Moline line of grain handling machinery contains all the latest modern improvements in grain handling methods. For sixty years it has stood the test, and today is the natural leader. Construction, material and reputation for the "best" cause it to be specified by both large and small elevators and construction companies.

Whether your requirements are for a single machine or an entire new equipment, the old reliable Barnard-Moline line is certainly worthy of your consideration because it will enable you to handle grain quickly and profitably.

*Write for Special Catalog No. B-38,  
for details of complete Elevator  
and Feed Mill Machinery*

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# THE NEW CARTER DISC SEPARATOR

FOR SEPARATING

## OATS and BARLEY FROM WHEAT

ONCE THRU GIVES A PERFECT CLEAN UP

YOU WILL BE INTERESTED IN THIS MACHINE

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MINNEAPOLIS, MINN.

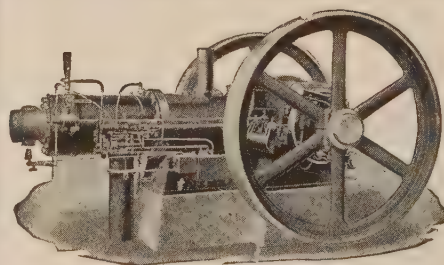
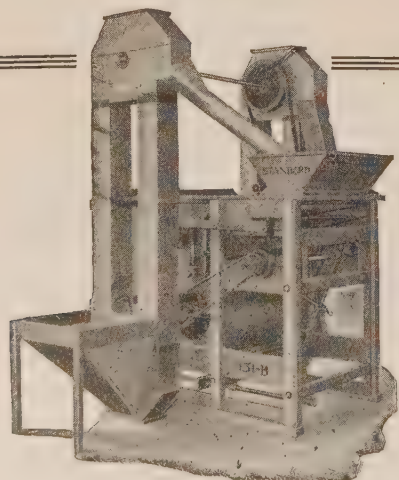
Address Canadian Inquiries to STRONG-SCOTT MFG. CO., Ltd., Winnipeg

The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

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you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

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## Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

### Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

Write for proof of facts.

**MUNCIE OIL ENGINE CO.**

518 JACKSON STREET

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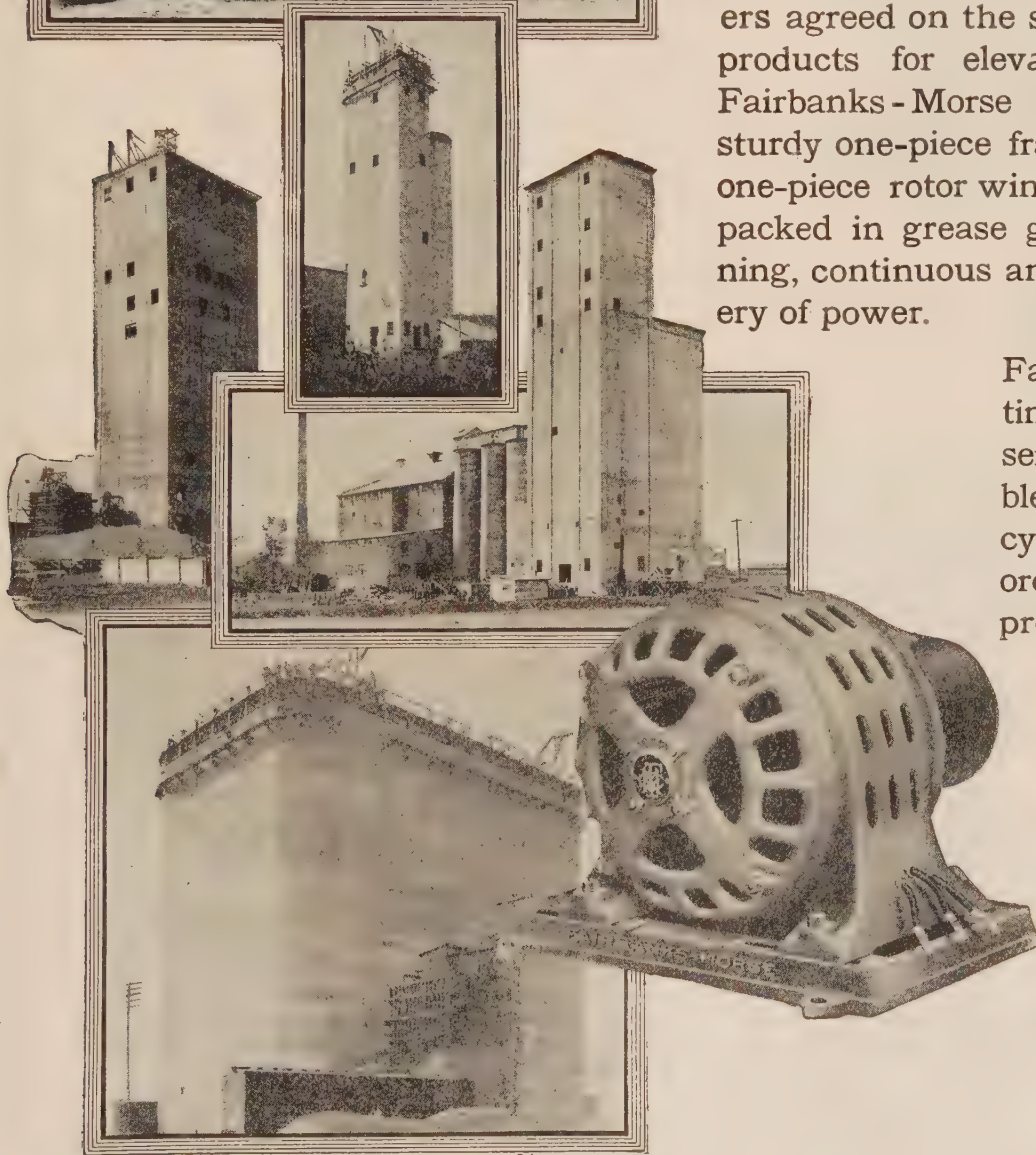


## Five Big Elevators at Sioux City, Iowa

USE FAIRBANKS-MORSE MOTORS  
and FAIRBANKS SCALES

This means that five big elevator owners agreed on the superiority of these products for elevator requirements. Fairbanks-Morse Motors have the sturdy one-piece frame construction—one-piece rotor winding—ball bearings packed in grease giving smooth running, continuous and maximum delivery of power.

Fairbanks Scales are time tested—built for service and dependable, sustained accuracy—their weight records are trusted and preferred.



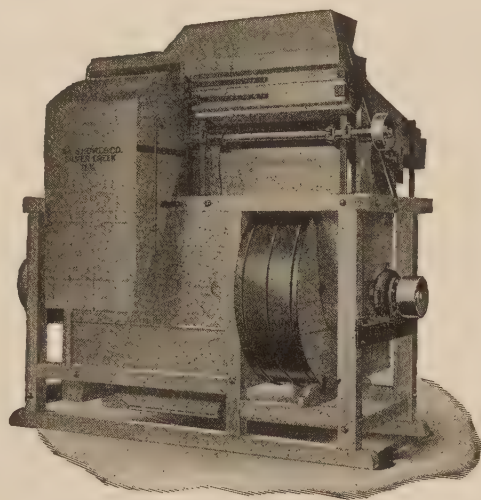
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MANUFACTURERS CHICAGO

The Canadian Fairbanks-Morse Co., Ltd., Montreal

Engines - Pumps - Motors - Hoists - Air Compressors - Fairbanks Scales - Sheffield Motor Cars - Stand pipes - Coalin<sup>g</sup> Stations - Etc.





## "EUREKA" OAT CLIPPERS

are big and strong and rugged—made to run twenty-four hours a day, and three hundred and sixty-five days in a year, and they'll do it, and do it so easily that you will forget you have one on the job.

**Maximum of Efficiency — Minimum Cost of Upkeep. That's what is accomplished by the  
"EUREKA" OAT CLIPPER**

ASK FOR BULLETIN NO. 68.

**S. HOWES CO., Inc.**  
SILVER CREEK, N. Y.

European Branch: 64 Mark Lane, London, England.

**REPRESENTATIVES:**

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## Humphrey Service Belt Elevator

Installed in 1888 is today giving 100% service in modern flour mill after having gone through

**32 YEARS' DAY AND NIGHT SERVICE**

The Humphrey Endless Belt Route is a comfortable and quick means of transportation from floor to floor.

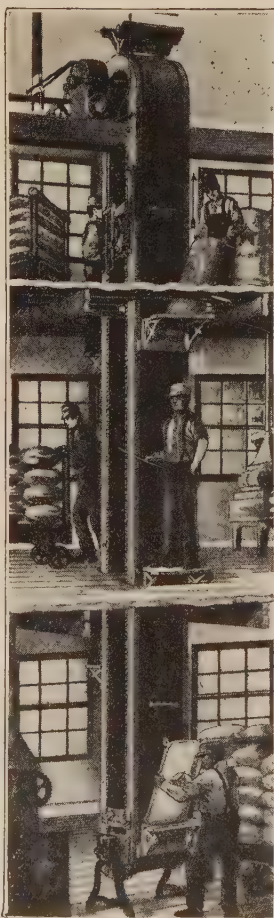
**NO MORE STAIRS TO CLIMB**

Thereby saving the energy of your men for useful work, and insuring more work in the time formerly wasted climbing stairs. No mill or elevator of 3 floors or more is complete without a Humphrey. Your competitor may be cutting down his overhead with one.

Send for Bulletin G 2

*If not made by Humphrey Elevator Co., it's not a genuine "Humphrey."*

**Humphrey Elevator Co.**  
Sole Manufacturers  
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**For  
Lifting  
Concrete  
Forms**



Patented

**12 Years of Service  
Over 4,000 in Use**

**NELSON MACHINE CO.**  
WAUKEGAN, ILL.



# I-N-D-I-S-P-E-N-S-A-B-L-E To Quick Coal Storage Godfrey System

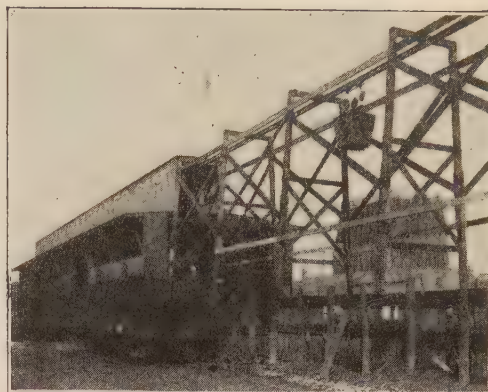
Now is the time to store your coal and thereby safeguard yourself against future uncertainties. Godfrey Automatic Coal Conveyors will accomplish the work in the quickest time at the lowest cost.

## *Pays Big Dividends*

The Godfrey System pays for itself in from 6 months to two years. Some of our installations are paying for themselves in even less time. Your money cannot be invested to better advantage and the returns to you cannot be measured more definitely than through the money earned and savings made by Godfrey equipment.

Our modern factory and trained engineering staff are at your disposal. Write us today for literature or let us send an engineer to look over your yard and prepare an estimate. This we will do with no charge or obligation to you. Write now.

**Godfrey Conveyor Co.**  
Elkhart - - - Indiana



Installation showing "Shed Covering" and open storage. Coal is deposited on piles under covering of shed.

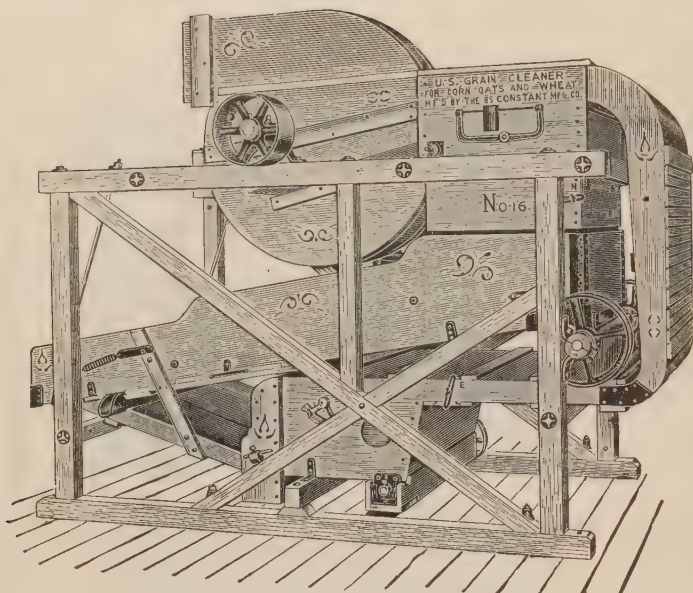


A popular type of installation, showing adaptation for Silo Storage.



Installation which is paying big dividends by its rapid and economical unloading and storing of coal.





## Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

### The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

## B. S. Constant Manufacturing Co.

Bloomington, Illinois

**O**UR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

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**THE DAY COMPANY**  
Minneapolis, Minn.

### OUR IMPROVED

## Railroad Claim Book

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you to prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

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- B—Loss in Market Value Due to Delay in Transit.
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Forms A, B, C, D and E are well bound in three books, as follows:

- 411-A contains 100 sets all Form A. Price, \$2.00
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Send all orders to

**GRAIN DEALERS JOURNAL**

305 South La Salle Street

CHICAGO, ILL.



# LET A BIRD SCALE INSURE YOU AGAINST SHIPPING LOSSES

Your claims don't collect themselves—you must back them with proof that can not be disputed.

Hand weights properly recorded without chance for mistake are the only sure proof that can not be contested—and the BIRD Scale will give you just such proof.

It will automatically record every pound weighed and every discharge made.

**The BIRD Scale Is Fool-proof and Mistake-Proof.**

Let us prove to you that the BIRD Scale will give you better protection on your shipments.

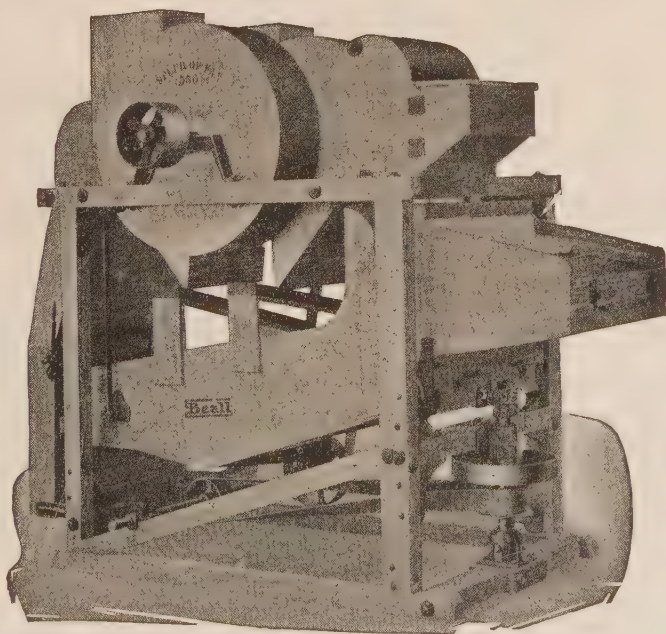


The BIRD Scale is independent of foundation or settling of elevator. It is suspended from structure and will align itself. No binding—no intricate, finely adjusted mechanism to get out of order. Scale proper consists of one lever only. Weighing not affected by sticks, straw, cobs or dirt of any kind. The BIRD Scale is positive in its weighing under all conditions. Will weigh all kinds of grain and seeds without any adjustments or changing of weights.

**Post yourself on this new shipping scale. Send for catalog, particulars and plans of installations.**

**THE STRONG-SCOTT MFG. CO., MINNEAPOLIS MINNESOTA**

## The Beall Grain Separator



*A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.*

**Beall**  
THE MARK OF QUALITY

*The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.*

**Beall Improvements Co., Decatur, Ill.**



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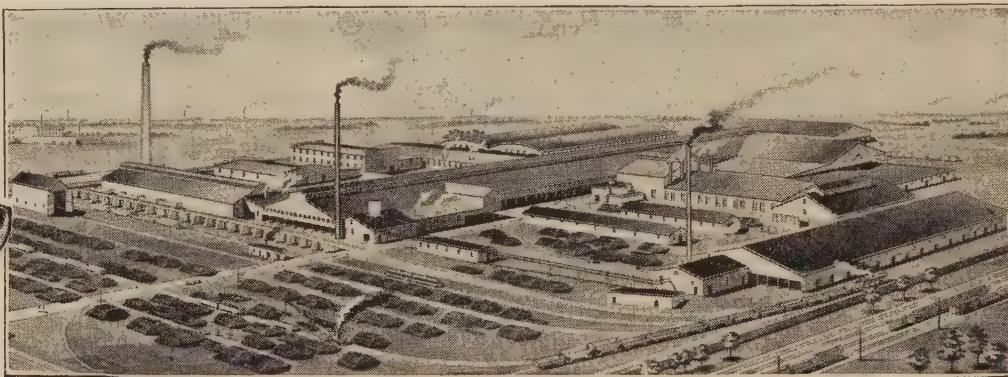
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## STEEL FENCE POSTS

### GUARANTEED

By "The Mill Behind the Post"

CALUMET STEEL CO., 208 South La Salle Street, Chicago, Ill.



Works of Calumet Steel Co. Established 1907. Capacity 40,000 Posts a Day.

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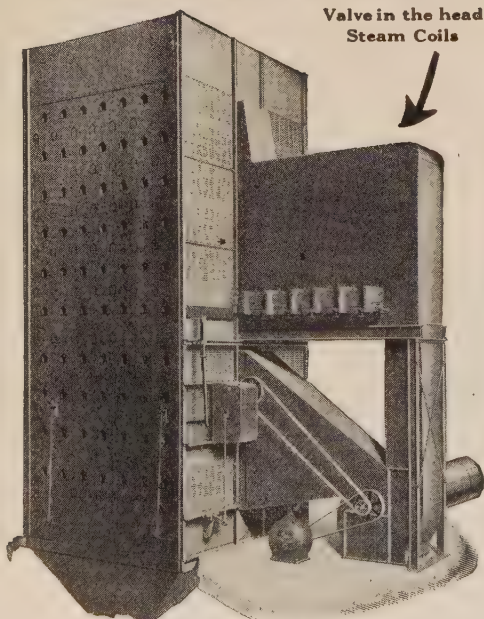


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Pat.  
Aug. 21  
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# MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

BE PREPARED

BUY AN AUTOMATIC MORRIS

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

We Also Offer a Complete Line of Direct Heat Driers

## THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

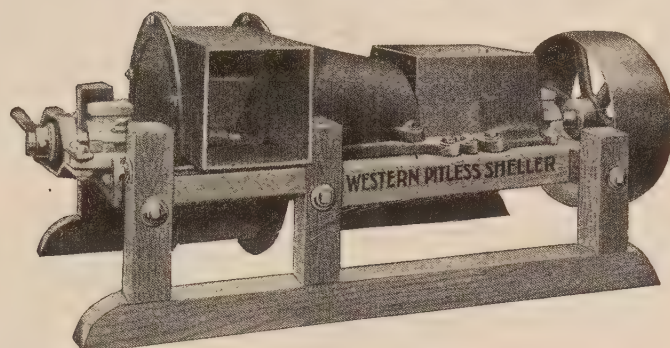
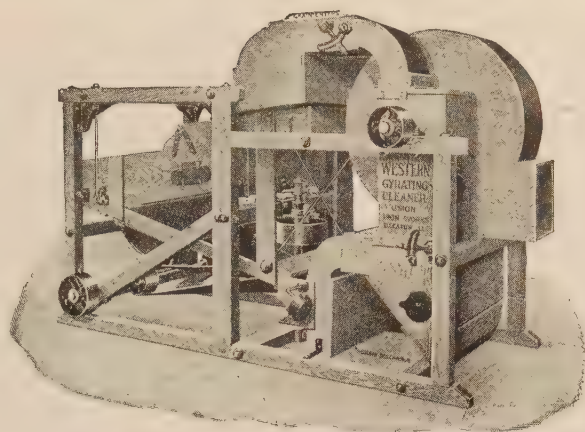
GREAT FALLS

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## ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

## UNION IRON WORKS, Decatur, Ill.



# 80% Of All Fires

originating in the interior of an elevator start in the elevator leg. This startling fact, made known by the mutual companies after long investigation, proves

the disastrous risks taken by elevator owners who install wooden elevator legs. It also proves the efficacy of

## STEEL Elevator Legs

which reduce to the lowest possible minimum all danger of fire in the elevator leg.

Elevator owners will find it to their advantage to install steel elevator legs. The cost of elevator construction is so high and the present urgent need of grain storage is so great that they cannot afford

the risk of anything but fireproof equipment.

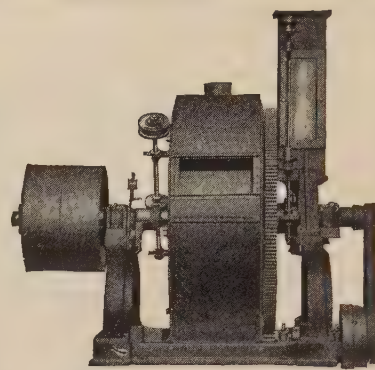
There is a steel elevator leg designed especially for your elevator. Ask us for more information about it.

### THE WEBSTER M'F'G COMPANY

4500 CORTLAND STREET, CHICAGO

Factories: Tiffin, O., and Chicago

Sales Offices in Principal Cities



## FOR PEARLING BARLEY PEPPER WHEAT

Use Triumph Pearlors if you want to produce pearled barley, or wheat or pepper. They will turn out a product that cannot be beaten.

Full information gladly furnished those interested.

**THE C. O. BARTLETT & SNOW CO.**

Main Office and Works: Cleveland, Ohio

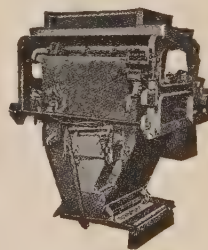
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## RICHARDSON AUTOMATIC GRAIN SCALES

Self Compensating, Operating and Adjusting

### Why

be satisfied with a Semi Automatic Scale when it is possible for you to own a Full Automatic? The Richardson is an Automatic that IS AUTOMATIC. It automatically does the things that other automatic scales require a human being to do.



The NEW Richardson is SELF OPERATING and SELF ADJUSTING. It weighs accurately free running grains of from twenty to sixty pounds to the bushel without change of adjustment.

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## Shinn-Flat

LIGHTNING RODS

Prevent Lightning Losses

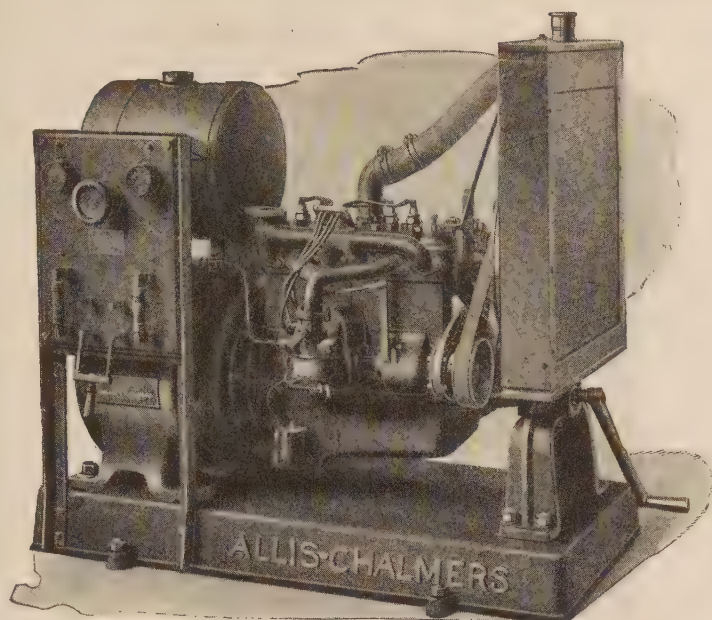
A lightning stroke may put you out of business for a year. Last season millions of dollars' worth of property were destroyed that could easily have been saved with Shinn-Flat Conductors. Besides, they lower the insurance rate.

We have representatives and dealers throughout the United States and Canada, one of whom will quickly install Shinn-Flat for you. Tell us the size of your elevator or other building.

**W. C. Shinn Manufacturing Co.**

1241 Lytton Bldg., CHICAGO, ILL.





## Electric Light and Power

### For the Community

*A Reliable, Portable,  
Independent Source  
of Electric Power*

These sets are self contained and are furnished complete including gasoline engine, electric generator, switchboard and all auxiliaries. They are ready to operate upon the addition of fuel, lubricating oil and cooling water.

Ratings: 5 k. w. and 15 k. w., 110 or 250 volts.

These sets were developed for the U. S. Government and large numbers used for various war purposes.

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Electrical Machinery  
Steam Turbines  
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MANUFACTURING COMPANY  
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Flour and Saw Mill Machinery  
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**A**S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

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NEW YORK

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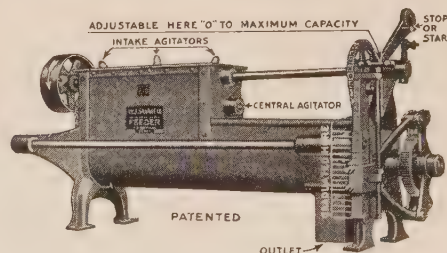
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## FEED MEN:

Efficiency of Operation determines  
your profits.

GAUNTT gives greater efficiency,  
therefore, greater profits.



**If You Have Feeder Troubles  
Install the GAUNTT and  
Forget Them**

**W. J. SAVAGE CO., Inc., Knoxville, Tenn.**

*NOTE—We build complete feed plants  
and furnish plans.*



**ONE FACT — *The One of Greatest Importance* —**

in regard to dumping systems is that of all the truck dumps or combination truck and wagon dumps, now available for your purchase, the Trapp Dumping System is unquestionably the best. You need a truck dump in your elevator.

You no doubt are already convinced of the necessity of having either a truck dump or a combination truck and wagon dump; but this is the main point: you want the best one made. You most certainly do not want to have a dumping system of inferior make installed at considerable expense to you; and have to find out through costly experience that it will prove unsatisfactory from the standpoint of your truck-owning patrons and you.

It would be easily possible for you to get a dumping system that would be little more than a source of continuous trouble, annoyance and general dissatisfaction. All truck dump manufacturers can say that their dumps are the best; but can they actually prove it? We not only say that the Trapp Dumping Systems are the best available on the market today, but we can also prove this to you readily—in fact very easily.

**WRITE NOW** and get our circulars, and information in complete detail regarding the various major points of advantage which the Trapp dumps possess over those of all other manufacture.

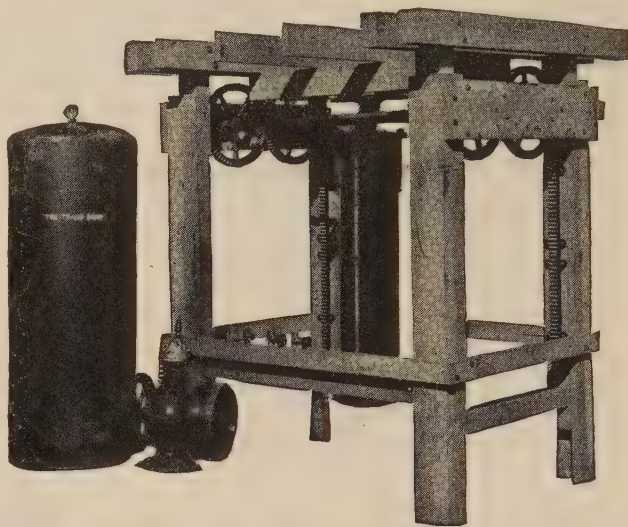
**BETTER ATTEND TO THIS NOW**

TELEPHONE: WEBSTER 464, OR WRITE

**THE TRAPP-GOHR-DONOVAN COMPANY, Manufacturers**

1125-27-29 North 22nd Street

Omaha, Nebraska



# *Globe Combination Auto Truck & Wagon Dump*

**SIMPLE - RELIABLE - PRACTICAL**  
(SPENCER PATENTS FEB. 1919)

## ---with the Tilting Cylinder

---the "dump within a dump" enables you to handle Trucks, Wagons and Sleds simply by shifting the Tilting Power cylinder forward or backward, depending on whether Trucks, or Wagons or Sleds are to be dumped.

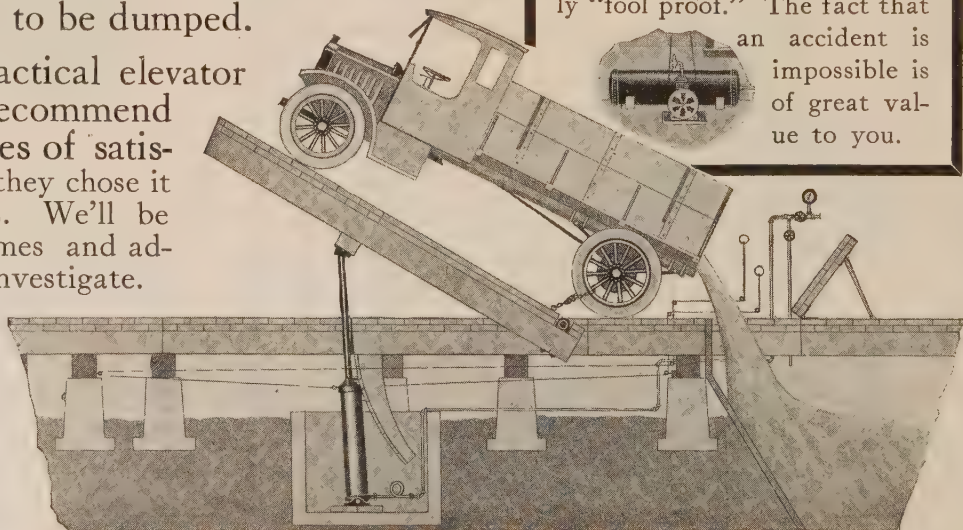
Many of the most practical elevator men of the country recommend the Globe Dump—scores of satisfied users will tell you why they chose it in preference to all others. We'll be glad to give you their names and addresses. We want you to investigate.

Write for Blue Prints and Descriptive Literature

*Globe* Manufactured by  
**Machinery & Supply Co.**  
Des Moines, Ia.

## ---simple and safe

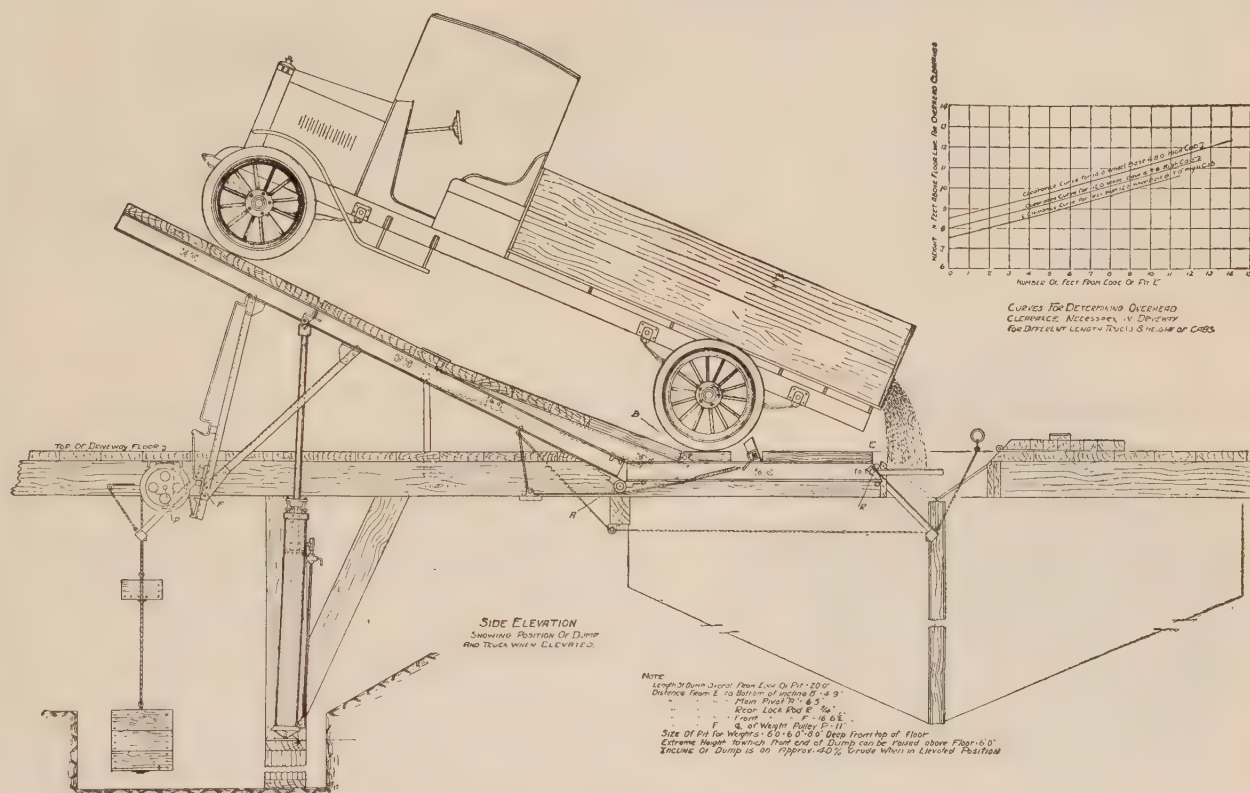
Absolute safety—ease of operation and simplicity of installation are features recognized and praised by all users of Globe Dumps. They are really "fool proof." The fact that an accident is impossible is of great value to you.





# The Improved Moffitt Automatic

*"America's Foremost Truck Dump"*



## No Power Required

A steel truck dump and a steel wagon dump combined, which is surfaced with floor planking, flush with driveway floor.

It will dump trucks, wagons and sleds 365 days in the year.

Equipped with safety wagon dump lock, safety wheel stop for trucks, which work automatically.

## Automatic Truck Dump Company

Manufacturers

4723 Leavenworth Street

Omaha, Nebraska



## Built for a Purpose--Delivers IT!

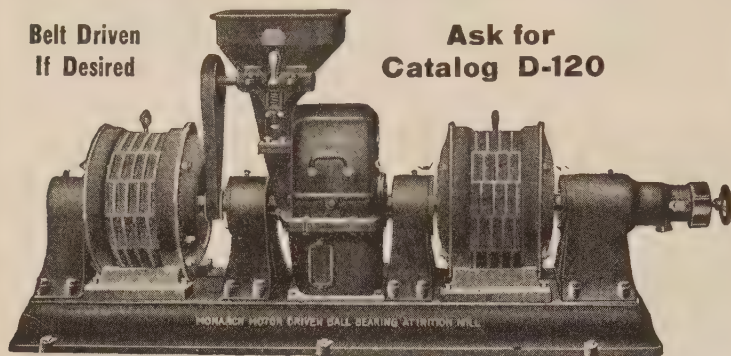
When we had in mind the placing of a better attrition mill on the market, we spared neither money nor time in its perfection, in making it the best mill ever offered to the grain trade. The result of this work and study is the

Belt Driven  
If Desired

Ask for  
Catalog D-120

## MONARCH

### Ball Bearing Attrition Mill



If you will send for our latest catalog you will get full details in regard to this mill. This catalog will tell you how the Monarch will save you from 25% to 50% in power and 95% in lubrication expense; why it requires no tramping, costs little to maintain and why the ground product is always uniform.

## SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26

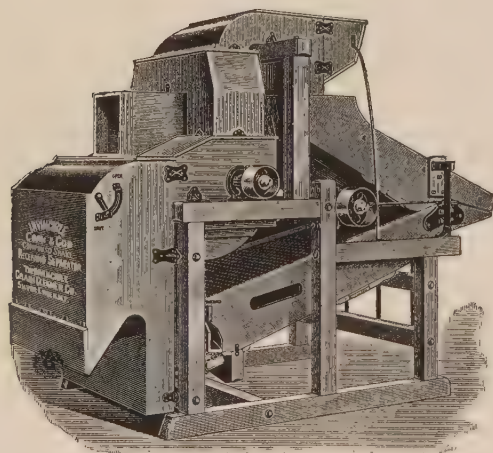
Main Office and Works:

MUNCY, PA.

KANSAS CITY, MO., 102 New England Bldg.

MINNEAPOLIS, MINN., 407 Fourth St., So.

CHICAGO, ILL., No. 9 So. Clinton St.



Good corn and small pieces of cob must be separated before marketed. This separation cannot be made on the ordinary type of receiving separator.

The machine illustrated is designed especially for making that separation and will work equally well on other grains.

## Invincible Grain Cleaner Company

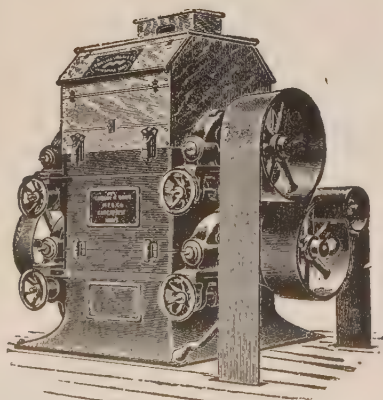
SILVER CREEK, N. Y.

## More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehsam & Sons Mfg. Co.

Enterprise, Kansas



## Grain Shipping Ledger

**Form 24.** An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$4.00.

GRAIN DEALERS JOURNAL

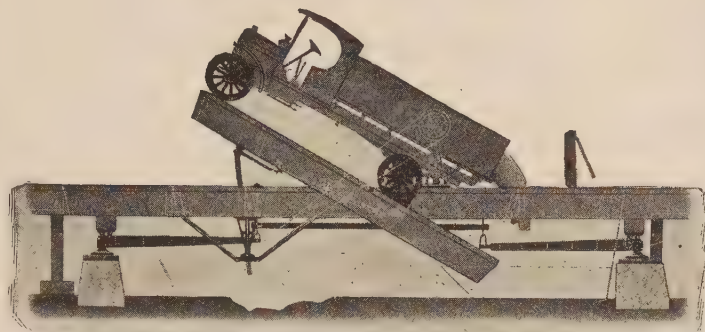
305 So. La Salle Street CHICAGO, ILL.



# REPAIR WORK

We make a special business of  
**Overhauling and Remodeling Grain Elevators**

Send for our estimator to figure your work  
without cost to you



**Grain Dealers  
Supply Co.  
Minneapolis, Minn.**

General Agents for Benson Truck and Wagon Dump—Hand Operated—  
The most successful Combination Dump on the market

## What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

**Grain Dealers Journal**

305 So. La Salle St.

CHICAGO, ILLS.

## Salem Buckets



These Elevator Buckets are made of one piece of steel; perfectly smooth, rounded corners and bottom. Amply strong without band on front edge.

Perfect in shape and true to form. All sizes from 2½x2½ to 24x8 inches. Write for prices.

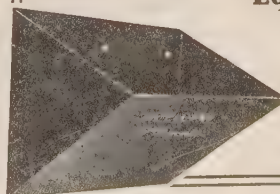
## Standard Steel Works

Successors to the Ell-Kay Mfg. Co.

1726 Tracy St. Kansas City, Mo.

Manufacturers of

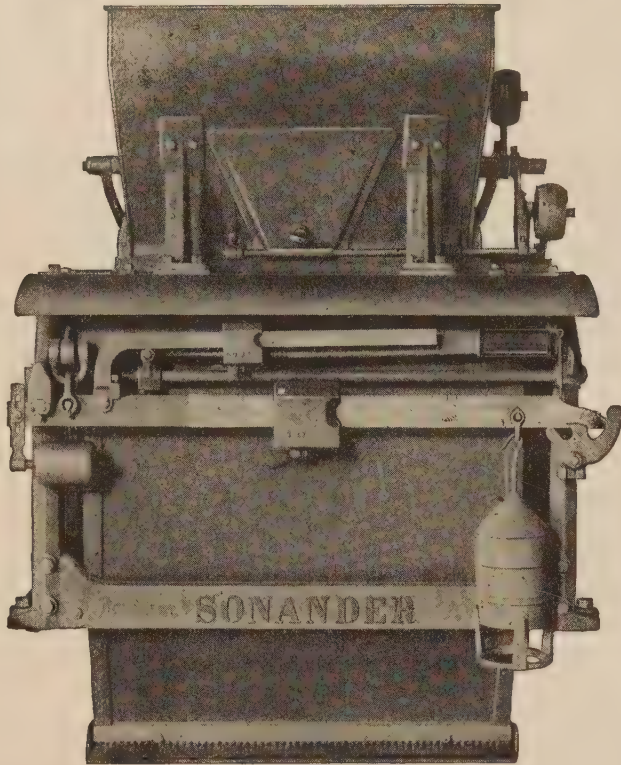
**Steel and Galvanized Elevator  
Equipment**



Send for quotations  
on your various  
requirements.



# Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

## Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

### Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.  
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.  
ST. LOUIS, MO., 512-514 St. Charles St.  
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.  
PITTSBURGH, PA., 112 Wood St., J. B. Bishop, Mgr.

## Only ONE Element at a Time Can Be Used in the National Renewable Fuse--

Because, unlike the bare type of renewal with its fuse strip, it is powder-packed and fits in the holder just like a gun cartridge. The National Renewable Fuse cannot be improperly reloaded—only the PROPER FUSE ELEMENT can be used—and it cannot be filled with wire or other foreign elements.

National Renewable Fuses are simple, accurate and economical. Simple, because a blow-out means only a slipping out of the old renewable cartridge and inserting a new one. Accurate, because the "tell-tale" indicator keeps the amperage in plain view—a single glance tells you the circuit is properly guarded. Economical, because the powder-packed cartridge costs but a fractional part of the complete fuse, and it protects the fuse holder and case from charring, giving it longer life.

National Renewable Fuses are approved by:  
Underwriters' Laboratories, Inc. (Their report E-4199, Dec. 1, 1919.)  
Associated Factory Mutual Fire Insurance Companies.  
Mutual Fire Prevention Bureau.  
Millers' Mutual Fire Insurance Companies.  
Factory Insurance Association.  
Western Factory Insurance Association.  
Hydro Electric Power Commission of Ontario, Canada.

The National Renewable Fuse has many distinctive and patented features. Write today for full information and prices, giving dealer's or jobber's name and address.

## Federal Electric Company

National Renewable Fuse Division,  
8700 South State Street  
Chicago, Ill.

91 New Montgomery St.,  
San Francisco, Cal.

627-649 W. 43rd St.  
New York, N. Y.

Branches in All Large Cities.

## Too Many Buyers

Read this letter received from  
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.  
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,  
COOK BROTHERS.

### Here are the ads referred to

#### MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

#### DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.



**For Accurate Moisture Tests  
use our Grain Dealers' Air  
Tight Cans for forwarding  
your grain samples.  
ST. LOUIS PAPER CAN & TUBE CO.  
ST. LOUIS, MO.**

## 17 YEARS WITHOUT A REPLACEMENT

Some idea of the care and material entering into the making of an Otto Engine is gained from this excerpt taken from a letter recently received from Mr. Henry Greffrath, South Lima, N. Y.

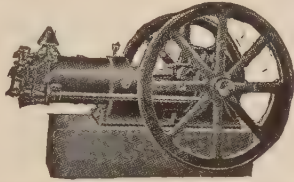
"I am in need of three parts for my No. 3 Otto 5-Horsepower engine. I do not know name or number you have them listed by but you can tell from cut enclosed which they are.

"This engine was bought from you in 1903 and this is the first time I had to replace any part of this engine." Otto Engines have been the standard since 1876. Let us send an Otto Engine folder.

### Otto Engine Manufacturing Co.

3219 Walnut Street, Philadelphia, Pa.  
15-17 S. Clinton St., Chicago, Ill.

Gas, Gasoline and Kerosene Engines.  
Models up to 50 H. P. carried in stock.



Dust  
Collection  
is  
Profit Collection

When You Install a

**NEW "1905"**

## CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

**THE KNICKERBOCKER CO.  
JACKSON, MICH.**



The HALL DISTRIBUTOR is not a new thing. Not an experiment. It is not an Engineer's hope, nor a designer's dream, but **an attained success.** They are in every state. It is the only device in a grain elevator that has stood a dozen years pre-eminent, unrivalled, unapproached and unimpaired. There may be differences of opinion as to the superiority of other grain appliances. There is none in the HALL.

## HALL SPECIAL ELEVATOR LEG

Costs less to build, Less to operate, Less to maintain. Elevates as much as **any** other leg double its size. Elevates constantly without attention; without stopping; without chokes.

*Capacity guaranteed in your elevator.*

**Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.**

## TORSION BALANCE

Corn Grading  
Grain Moisture  
Bean and Seed Testing Scales  
Special Scales for Special Purposes



Style No. 6000  
Corn Grading Balance

### Torsion Balances

—have—

No Knife-edges—No Friction—  
No Wear—No concealed  
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

### Torsion Balance Co.

MAIN OFFICE Factory  
92 Reade St. 147 8th St.  
New York, N.Y. Jersey City, N. J.  
Pacific Coast Branch  
49 California St., San Francisco, Cal.

## IT KILLS THIS GRAIN THIEF QUICKLY!



How many dollars' worth of grain are rats stealing from you? Stop this loss right now. Just crumble up a

## Rat Bis-Kit

For Mice, Too

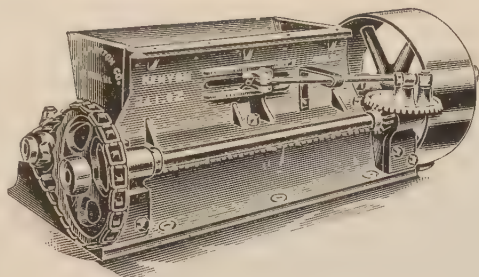
Rat Bis-Kit kills rats easily, quickly, surely. The rats die outdoors. Each Bis-Kit contains a different bait. Ask for Rat Bis-Kit by name. It is already prepared. 25c and 35c at all drug and general stores. Also Rat Bis-Kit Paste, in tubes, 25c.

**THE RAT BISCUIT CO.**

Dept. G  
Springfield, Ohio

If your dealer cannot supply you write us, enclosing money order or stamps





## KENYON Ear Cob Crusher

No irons such as horseshoes, hammers, etc., can stop this machine. Positively eliminates all corn crushing troubles.

Send for catalog and all details.

**Burgess-Norton Mfg. Co.**  
GENEVA, ILL., U. S. A.

## The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness  
Construction Company**  
Grain Exchange Building  
OMAHA, NEB.

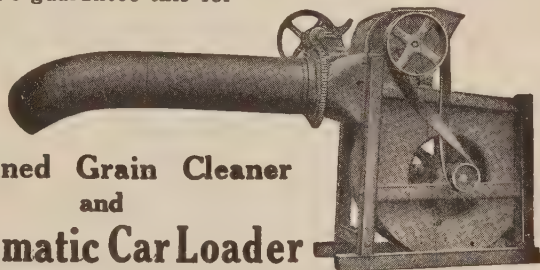
We Build  
Modern Grain Elevators



## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

## The Combined Grain Cleaner and Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



## Economical Painting

lies not in buying the lowest priced paint and applying it by high priced labor. Economical painting lies in buying a paint with a record behind it for durability.

Records covering a period of over 50 years prove that for long service under all the trying conditions of climate and gases and all destructive agents

## DIXON'S Silica-Graphite PAINT

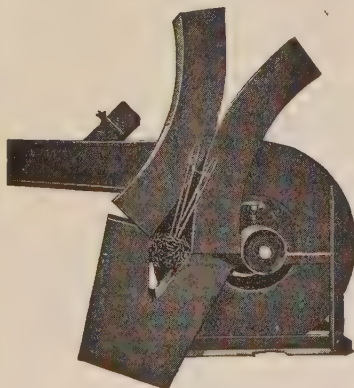
is the most economical and lowest cost paint. It is made in First Quality Only.

Try out Dixon's Silica-Graphite Paint for yourself and see what economies it will produce for you.

Made in Jersey City, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**

**D X N** ESTABLISHED 1827 **D X N**  
TRADE MARK

## DO YOU WANT MORE RAILROAD CARS?



If your elevator is within 150 feet of another railroad, you can load cars on that other road, from your present elevator, by blowing grain from your elevator to cars on that other road, with a Boss Air Blast Car Loader. Cars loaded without scooping, too. Piping may be carried under ground if necessary, then brought to surface, spouting into car.

### Another Way to Meet Car Shortage

If your distance to other railroad is too great, one of our compact, portable Air Blast Car Loaders will solve your problem. They load direct from wagons into cars, without any scooping in the car or from the wagon. They load EAR corn also without scooping.

Maybe you can get cars on that other railroad when you can't on your own. If you can, then it may pay you to investigate fully without obligating yourself in the least.



Write today for our new catalog "GOOD BYE SCOOP."

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**

## WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

## TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent  
**CLAIM LOSSES**  
**10,000 SHIPPERS**  
Are now using them.

Write for samples and prices.



**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg., CHICAGO, ILL.

By concentrating your advertising in  
**THE GRAIN DEALERS JOURNAL**  
you can cover the Grain Dealers  
of the country at one cost.



**CONE-SHAPE GRINDERS**

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.



## The Automatic Dump Controller



There are dump controllers new,  
And dump controllers old,  
There are dump controllers on the market  
Which are never sold.  
But we are here to tell you,  
So listen! while we say  
"We're over thirty hundred strong  
And selling more today."

Now is the time for cleaning up and remodeling, so, boys, don't overlook your dump, the most important feature of your plant,—but try and improve it.

Get the best possible equipment.

It's a trade getter and plays for keeps.

**L. J. McMILLIN**

525 Board of Trade Building  
INDIANAPOLIS, IND.

## KENNEDY CAR LINERS

**Prevent Leakages  
Avoid Claims  
Save Money**

Used by Thousands of  
Progressive Shippers

MADE BY

**THE KENNEDY CAR  
LINER & BAG CO.**  
SHELBYVILLE, INDIANA

## Your Supply of Box Cars

is within your own control. No waiting for cars; no tipping for cars. Ship your Grain when the market is right, and collect a per diem on the car you use.

New 40-foot, 60,000-bu. capacity, U. S. Standard Gauge Box Cars just completed.

M. C. B. requirements, immediate delivery, \$2000 each.

**Address A. B. P. Box 12**

**Grain Dealers Journal, Chicago, Illinois**

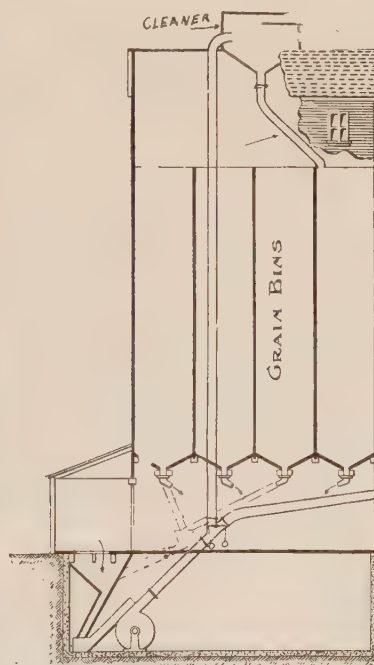
DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

**Randolph Grain Driers**

WIRE PHONE Q. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

## Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

**Bernert Mfg. Co.**

491 12th Street

MILWAUKEE, WIS.

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

**Grain Elevators, Alfalfa Plants  
and Coal Pockets**

**WOOD or FIREPROOF CONSTRUCTION**

**Younglove Construction Company**

412 United Bank Building

SIOUX CITY, IOWA

### Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$2.75

**GRAIN DEALERS JOURNAL**

305 South La Salle St., CHICAGO, ILL.



Reinforced Concrete Storage Bins Built for Wilkins Rogers Milling Co., Washington, D. C.

### ARE YOU IN NEED OF Supplementary Storage?

If so let us build it for you with Reinforced Concrete.

This type of construction appeals particularly to mills requiring supplementary storage as it is economical to build, is lasting and absolutely fireproof.

*We will be pleased to give estimates.*

**The Spencer Construction Co.**

Successors to Deverell Spencer & Co., Inc.

Garret Building, Baltimore, Md.

Specialists in Building Reinforced Concrete Grain Elevators, Flour Mills, Warehouses.

### FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses  
TOPEKA, KANSAS

**Decatur Construction Co.**  
**ENGINEERS AND BUILDERS**  
OF GRAIN ELEVATORS  
510-512 Wait Building  
DECATUR ILLINOIS

**A. P. HUSTAD CO.**  
CONSULTING ENGINEERS

Designers: Elevators, Mills, Warehouses

Write us for estimates and proposals on economical and up-to-date designs.

917 Andrus Bldg. MINNEAPOLIS, MINN.

**BOGGESS CONSTRUCTION CO.**  
P. O. Box 166 Ph one F. 282 DECATUR, ILL.  
Builders of  
GRAIN ELEVATORS and COAL POCKETS of the BETTER CLASS  
Special study given to each plant—Each plant fills the individual needs

**BIRCHARD**  
**CONSTRUCTION CO.**  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
704 Terminal Bldg. LINCOLN, NEB.

**BALLINGER & McALLISTER**  
**ENGINEERS AND CONTRACTORS**  
Grain Elevators Driers Coal Chutes  
Wood or Concrete  
UNITY BLDG., BLOOMINGTON, ILL.

### Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

### HOTELS BALTIMORE MUEHLEBACH

12th Street and Baltimore Avenue

Kansas City, Mo.



HOTEL BALTIMORE  
500 Rooms

With the merging of the Muehlebach and Baltimore hotel interests—placing both establishments under one management—these two hotels offer an incomparable service.

JOSEPH REICHL  
General Manager  
JOSEPH R. DUMONT  
Assistant General Manager



HOTEL MUEHLEBACH  
500 Rooms

**EVERY** time you boost the JOURNAL you encourage and help us to make it better.



## GRAIN ELEVATOR BUILDERS

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
**GRAIN ELEVATORS**  
Any Size or Capacity  
523 Board of Trade Bldg., Indianapolis, Ind.

**W. C. BAILEY**  
Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new  
elevators, guaranteeing greater capacity with less  
power, and positive Non-Chokable working leg.  
Let us show you  
433 Railway Exchange Bldg., OMAHA, NEB.

Estimates of Value of Grain  
Elevator Plants Promptly  
Made by

**E. D. Mayo, M. E.**  
**VALUATION ENGINEER**

700 Flour Exchange Bldg.  
MINNEAPOLIS - MINN.

31 years with the Barnett & Record Co

**HICKOK** Construction Co. **ELEVATORS**  
MINNEAPOLIS & SPOKANE

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**GEORGE HOWARD**  
Grain Elevator Repair Specialist  
LA GRANGE, ILL.  
Old elevators made almost new at lowest prices.  
New elevators either wood or concrete given  
special attention. Let us know your needs.

**J. C. BURRELL CO.**  
Licensed Structural Engineers  
Twenty-seven Years Experience  
Designers and Builders of  
**Grain Elevators—Flour Mills**  
Feed Plants  
1318 Stock Exchange, CHICAGO, ILLINOIS

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
MONADNOCK BLDG. CHICAGO, ILL.

**Your Individual Needs**  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEB.  
Write for Details of Our System

**EFFICIENT ERECTING CO.**  
We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS  
GEO. H. CRAIG  
6803 Parnell Ave., Englewood, Chicago, Ill.

**Brandon Construction Co.**  
The Southeast's  
Foremost Elevator  
BUILDERS  
Marianna Florida



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.



**Another Reliance Success**

Elevators of our design and construction  
are the best endorsement of our work. We  
study your particular problems and build  
the elevator best adapted to your needs.  
Write us for further particulars.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

**White Star Co.**  
WICHITA, KAN.  
**BUILDERS of  
Good Elevators**

WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND

Steel Equipment Is Used on the Concrete Elevators We Design and Build

Write for  
Booklet

**THE MONOLITH BUILDERS, INC.** Independence,  
CONTRACTORS ENGINEERS Missouri

IF you wish to build your elevator  
right, my eighteen years experi-  
ence is at your command.

**C. E. BIRD & CO.**  
MINNEAPOLIS MINNESOTA

**D. F. HOAG & CO.**  
Designers and Constructors of  
**GRAIN ELEVATORS**  
Corn Exchange, Minneapolis

**MILLER, HOLBROOK, WARREN & CO.**  
DESIGNING ENGINEERS  
Reinforced Concrete Elevators  
Large or Small  
Millikin Building DECATUR, ILL.

**A. F. ROBERTS**  
ERECTS ELEVATORS  
COEN MILLS  
WAREHOUSES  
FURNISHES PLANS  
ESTIMATES  
MACHINERY  
SABETHA, KANSAS

WHEN YOU BUY—BUY RIGHT.  
OUR ADVERTISERS OFFER THE BEST.



## THE MOST MODERN ELEVATOR IN THE WORLD

The view below is the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland. This elevator is equipped with four Stewart Link-Belt Grain Car Unloaders. See them in operation and be convinced of their great saving in labor cost.

### JAMES STEWART & CO., Inc.

Designers and Builders  
GRAIN ELEVATORS  
IN ALL PARTS OF THE WORLD

#### GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.  
CHICAGO

W. R. SINKS, Manager

Capacity  
5,000,000 Bushels



"We have built for many of your friends. Eventually we will build for you. Why not now?"

## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

### Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,  
Limited.

The Saskatchewan Co-operative Elevator  
Co., Limited.

The James Richardson & Sons, Limited.

### THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS  
Offices: Fort William, Ont., Duluth, Minn  
Minneapolis, Minn.



Pennsylvania Railroad Co.'s Terminal  
Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu. re-  
ceiving capacity. All concrete, modern  
construction, with latest improvements.

Designed and built under the  
direction of

### Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

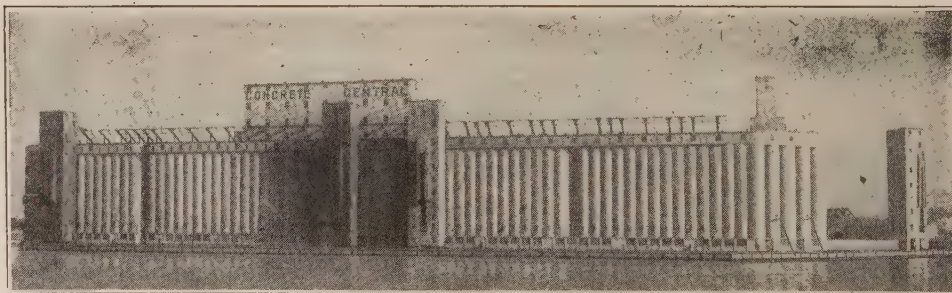
Write us for Estimates and Proposals

## Monarch Built Elevators

assure you eco-  
nomical design,  
first class work,  
efficient opera-  
tion.

### SATISFACTION

Let us Submit Designs  
and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO., BUFFALO, N. Y.**



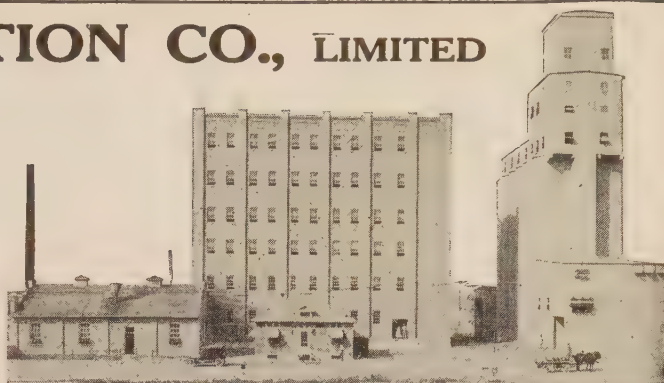
## FEGLES CONSTRUCTION CO., LIMITED

ENGINEERS—CONTRACTORS

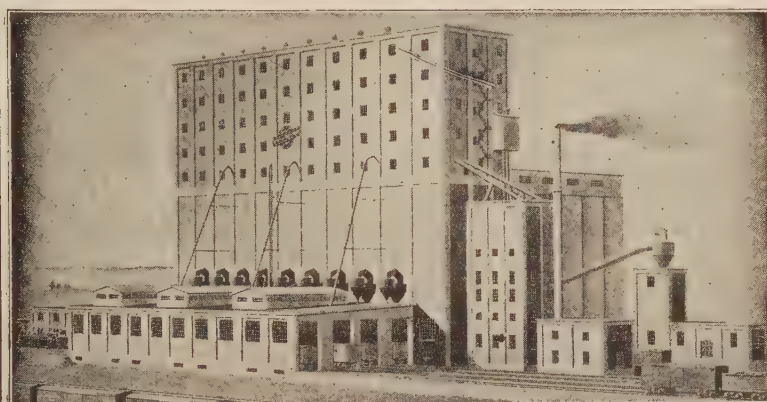
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE  
AND EXECUTE CONTRACTS ANY-  
WHERE. GRAIN ELEVATORS, MILLS  
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods  
Milling Co., Ltd., Medicine Hat, Alberta.



### The 1,250,000 Bushel C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

**WITHERSPOON-ENGLAR CO.**  
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS

## BURRELL ENGINEERING AND CONSTRUCTION CO.

Established 1897— CHICAGO —Incorporated 1902

Continuously under the management of

GEORGE T. BURRELL, President

DESIGNERS AND BUILDERS

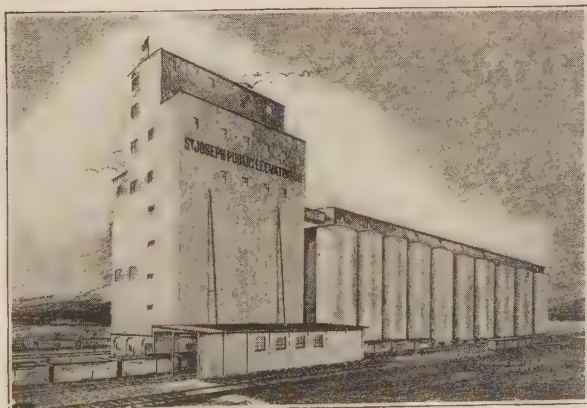
### Grain Elevators, Flour Mills and Related Buildings

In doing our best, completely and satisfactorily to handle work in  
this field of construction we have sought to establish the fact that

*No job is too small to merit our careful attention and none so large  
as to tax our capabilities.*

1102-10 Webster Building, Chicago, Illinois

404 Scarritt Arcade, Kansas City, Missouri



### St. Joseph Public Elevator

St. Joseph, Mo.

### John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.  
CHICAGO, ILL., U. S. A.

54 St. Francois Xavier Street  
MONTREAL, CANADA

395 Collins Street  
MELBOURNE, AUSTRALIA

314 Reconquista  
BUENOS AIRES



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**SOMEBODY'S** always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

**NEW 18,000 BU.** elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

**CRIBBED ELEVATOR** For Sale—Large warehouse. Located Southeastern Minnesota point handling two hundred thousand bushels grain, two million pounds seed. Northern Field Seed Co., Winona, Minnesota.

**CENTRAL IOWA ELEVATOR**, 15,000 to 20,000 bushel capacity, for quick sale. Good house and one of the best locations in State. Address Quick Sale, Box 10, Grain Dealers Journal, Chicago, Ill.

**WHEN** the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

**14,000 BUSHEL ELEVATOR**, averaging 15,000 Bushels per month. In one of the best sections of central Illinois. Side lines can be added. Electric power. Address A. C. Parks, Macomb, Illinois.

**SOUTH CENTRAL MINNESOTA** Cribbed Elevator for sale, 25,000 bushels capacity, with side lines of coal, flour and feed. Address Capacity, Box 11, Grain Dealers Journal, Chicago, Illinois.

**ELEVATOR AND GRAIN BUSINESS** for sale. Line of Country Elevators, Central Illinois. Capacity 90,000 bus. Excellent condition. Also good commission business. Price \$30,000.00. Address Troy, Box 5, Grain Dealers Journal, Chicago, Illinois.

**PROSPEROUS, LONG ESTABLISHED** grain, hay and seed business in Colorado, for sale. Good reason for selling. Splendid location with room for expansion. Requires about \$80,000 cash. Address Prosperous, Box 3, Grain Dealers Journal, Chicago, Illinois.

**20,000 BUSHEL CAPACITY** New Elevator and Office, coal sheds in good condition, in South Central Nebraska, for sale. Splendid prospects for crop. Good reason for selling. House in A-1 shape. On C. B. & Q. R. R. Address Box 88, Edgar, Nebraska.

**25,000 BUSHEL ELEVATOR**, for sale, equipped for grain and beans, with good coal business, in healthful town in Eastern Colorado, near Colorado Springs. Price \$12,000.00 for everything complete. Part terms.

The Russell Gates Mercantile Company,  
633 Sixteenth St., Denver, Colo.

**ELEVATOR, LUMBER and COAL** Business for sale, in small town about 60 miles from Chicago, near a large town of 20,000. Splendid grain town, no competition. Several side lines. A splendid money maker. This offered on account of death of owner. Address James M. Maguire, 432 Postal Telegraph Building, Chicago, Ill.

## ELEVATORS FOR SALE.

**6,000 BUSHEL CAPACITY ELEVATOR** for sale. Situated in the Holstein center of Wisconsin. \$100,000.00 business transacted last year in Dairy, Feed, Grass Seed, Flour, Salt and Grain. All in A-1 shape. Situated at Mapleton, Wisconsin. Make me an offer as I am going to sell. Come and see the property. Calvin J. Jones, Mapleton, Wis.

**SOUTHERN KANSAS ELEVATORS** and Good Grain, Coal, Feed and Implement business for sale, located in the best wheat belt of Southern Kansas. Fine schools and churches. Prosperous, high class farming community. A great opportunity for a hustler. Good crop of wheat now harvested. Write quick. Address Harvested, Box 12, Grain Dealers Journal, Chicago.

**FOR SALE OR TRADE**—Three Elevators, one concrete and two frame, 50, 35 and 15 thousand bushels capacity. Located on C. & E. I. R. R. in Warren County, Indiana. Best corn country in the State. Will sell one or all. Reasons for selling, oil interests demand our attention.

DAVIS GRAIN COMPANY.  
Judyville, Indiana.

**10,000 BUSHEL CAPACITY ELEVATOR** at Collinsville, Oklahoma, for sale. Main St. location. Established trade, daily sales average \$300.00. Good crop in prospect. Good management will make plant pay for itself this season, at the bargain price of \$6,500.00.

J. R. CAUDLE,  
Collinsville, Oklahoma.

**SOUTHERN MINNESOTA ELEVATOR** For Sale, 32,000 bushel capacity, coal sheds and corn cribs. All in first class running order. Handles 200,000 bushels yearly. Good competition. Price \$10,000.00. Reason for selling, must get out of the grain business on account of poor health. Address First Class, Box 11, Grain Dealers Journal, Chicago, Illinois.

**40,000 BUSHEL CAPACITY ELEVATOR** in one of the best sections of Illinois for sale. Station handles about 750,000 bushels a year. House built during last summer. Concrete foundation, studded house, two legs. Will load ear corn to perfection. Reason for selling, owner sick and will be unable to resume business. Address J. E. Collins, Garrett, Illinois.

**20,000 BUSHEL CAPACITY ELEVATOR** for sale, located in one of the best farming sections of Minnesota, with warehouse attached. House in excellent condition. Handle coal, flour and feed. Price very reasonable and willing to make suitable terms. Address G. B. M., Box 11, Grain Dealers Journal, Chicago, Illinois.

**ONE-THIRD INTEREST** for sale in good Country Elevator doing good business. In one of the best grain stations in Central Illinois. Station handles over one million bushels yearly. Elevator and storage capacity 80,000 bushels. Also doing a nice side line business in seed, coal and tile. Located in good town of 1,500 with pavements, electric lights and water system. Address System, Box 11, Grain Dealers Journal, Chicago.

**GRAIN ELEVATOR** for sale, with Feed and Coal Warehouses in connection. Located in one of the best grain sections of Oklahoma. Well established trade, fine crop wheat and oats, matured corn. Prospects good. Offering for quick sale at considerably less than can be built. Write or wire

MARSHALL GRAIN CO.,  
Oklahoma City, Oklahoma.

## ELEVATORS FOR SALE.

**WESTERN OHIO ELEVATOR** for sale, 15,000 bushels capacity. On private grounds and spur. No competition. Located in fine grain section and doing a good business in grain and coal, salt, flour and feed. Residence property included. Address Western, Box 7, Grain Dealers Journal, Chicago.

**TWO GRAIN ELEVATORS** for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

**IF YOU** are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

**SOUTHWESTERN OHIO** Warehouse and Elevator for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wool and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marseilles New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

**GOOD ELEVATOR WANTED** in good wheat growing section. Ohio preferred. With side lines will be acceptable. Give full particulars in first letter. Private party buying for own use. Address N. H. Hunter, 736 Hillsdale Ave., Akron, Ohio.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**IF YOU WANT** to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## BROKERAGE ACCOUNTS.

**HAY, GRAIN AND FEED BROKER** who covers South Carolina like dew and knows personally every large buyer in the State, wants better connections with reliable shippers. I can handle all papers or sell on commission. If you want more business from this territory address

RUSKIN ANDERSON,  
Seneca, S. C.

## BAGS FOR SALE.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.



## MALE HELP WANTED.

**EXPERIENCED GRAIN BUYERS** For Country Elevators Wanted. The Rocky Mountain Elevator Co., Great Falls, Montana.

**GRAIN ELEVATOR CARPENTERS**, Millwrights Wanted, One Dollar an hour and transportation. Address P. O. Box 103, Bloomington, Illinois.

**GOOD GRAIN ELEVATOR MAN** Wanted. Ability for side lines. Excellent future. Address Elevator Man, Box 11, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED GRAIN AND IMPLEMENT** Manager Wanted. Steady employment. Also elevator and repair man. Address Implement, Box 9, Grain Dealers Journal, Chicago.

**MAN WANTED** in coal, grain and feed business, one who will deliver and unload coal. Good salary and steady work. Address Unload, Box 12, Grain Dealers Journal, Chicago, Illinois.

**EXPERIENCED GRAIN MAN** Wanted to take money interest and manage the business of a well equipped grain elevator in a good section of Ohio. Address Moneyed, Box 12, Grain Dealers Journal, Chicago, Illinois.

**AN ADVERTISER** in our Situations Wanted Columns says after one insertion: "I have so far received about five letters and who knows how many more I will get before the week is over. The Journal is the best advertiser of all the papers I know."

**YOUNG MAN WANTED**—20 to 25 years old, unmarried, as Bookkeeper for large Oklahoma Grain Firm. Should have experience in this line. Position open right now. Your future depends upon yourself. In replying state age, experience, references and lowest salary.

SUN GRAIN & FEED CO.,  
Guthrie, Okla.

**GRAIN TRADER WANTED**—We want a thoroughly experienced Grain Trader. One who can come into our office a few weeks, learn our systems, and then manage an office for us in another market. Give full particulars, experience, age, references, etc., in first letter. Also state when can come.

MARSHALL GRAIN CO.,  
517-518 Grain Exchange, Oklahoma City, Okla.

## SCALES FOR SALE.

**NEW AND REBUILT** scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**FAIRBANKS-MORSE** Three Bushel Automatic Dump Scale, in good condition, for sale, cheap. Buhl Seed & Grain Co., Buhl, Idaho.

**300 BUSHEL CAPACITY** Hopper Scale, in good condition, for sale.

Williamsburg Co-operative Ass'n.,  
Williamsburg, Indiana.

**FOR SALE:** One Richardson hand compensated Automatic Scale, 5 bushels' capacity, 1250 bushels per hour, in first class condition. Address Richardson, Box 12, Grain Dealers Journal, Chicago.

**500 BUSHEL FAIRBANKS** Hopper Scale, \$150.00; 500 bushel Monarch Hopper Scale, \$125.00; 500 bushel U. S. Standard Hopper Scale, \$75.00.

Richardson Scale Co., Wichita, Kans.

## BOILER FOR SALE.

**ONE 36" 12' HORIZONTAL** Tubular Boiler, in good condition, for sale, with new full Henry front and 50' of good smokestack. Offer f. o. b. cars complete at \$200.00. Boiler can be inspected at Winchester, Indiana. Goodrich Bros. Hay & Grain Co., Winchester, Indiana.

## SITUATIONS WANTED.

**POSITION WANTED** by young man solicitor for a good grain firm. Am at present employed. Address Good Grain, Box 12, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED AS MANAGER** of Ohio Elevator. Thoroughly experienced in handling grain and side lines. Good mechanic and bookkeeper. Married, 32 years old. Address B. R., Box 12, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED AS MANAGER** for an elevator company in Iowa. Fourteen years' successful experience, the best of references furnished on request. Address Successful, Box 12, Grain Dealers Journal, Chicago.

**POSITION WANTED** as manager of good Farmers Elevator Company. Twelve years' experience and successful. Salary \$150.00 per month. Address Years, Box 12, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by an experienced solicitor, either now or for this coming season, to travel in Iowa to represent a good grain firm. Address Season, Box 12, Grain Dealers Journal, Chicago.

**LICENSED INSPECTOR**, with 10 years' experience as grain sampler and inspector, employed at present, desires to change. Address Sampler, Box 11, Grain Dealers Journal, Chicago, Illinois.

A Missouri advertiser in our "Situation Wanted" columns says: "I find that advertising in your journal pays, for I had letters from all parts of the country offering positions."

**POSITION WANTED** in Grain Business. Have had experience as secretary and bookkeeper. Also manager of country elevator. Can make change in July or August. Can furnish good references. Address Country Elevator, Box 12, Grain Dealers Journal, Chicago, Illinois.

**ASSISTANT TO MANAGER**—Single man age Forty, with experience in milling and feed and grain business and some elevator experience, wishes to hear from a manager who is needing an assistant with a fair knowledge of the business and necessary educational qualifications. Address Qualifications, Box 12, Grain Dealers Journal, Chicago, Illinois.

## YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

**POSITION WANTED** as buyer or manager. Seventeen years' experience, eleven years with last employer. References of last employer. Forty-five years old; have been very successful. Wish a place where a large volume of business can be done. Address Seventeen, Box 10, Grain Dealers Journal, Chicago.

**POSITION WANTED** as second man in a good Farmers Elevator where opportunity would be afforded for thoroughly learning business. Have had grain and lumber experience. Advise salary first letter. Can furnish best references. Address Learning, Box 11, Grain Dealers Journal, Chicago, Ill.

**READ THIS**—Fifteen years' experience as branch manager handling futures and cash grain. Freight and passenger departments of railroads. Chief correspondent, claim manager, branch manager. Well informed on law. Good knowledge of general business. Age thirty-eight. Married. Willing to go anywhere for right opportunity. Want connection of responsibility. Your communications will be treated as confidential. Address N. E. R., Box 11, Grain Dealers Journal, Chicago, Illinois.

## SITUATIONS WANTED.

**GRAIN BOOKKEEPER**, cashier or general office man, thoroughly experienced in all phases of the business and capable of taking entire charge, for personal reasons is desirous of making a change. Would be willing to locate in any terminal market. First class references in Minneapolis grain trade. Address P. O. Box 434, Minneapolis, Minn.

**EXPERIENCED GRAIN MAN** now connected with large Chicago Grain Firm as assistant manager of branch wire office desires position with good grain firm in terminal market. Prefer cash grain or merchandising department. Competent to take full charge. Fifteen years' experience in all branches of grain business. Well acquainted in corn and wheat belt, also in all large Southern and Eastern Terminal markets. Address Assistant, Box 12, Grain Dealers Journal, Chicago.

**POSITION WANTED** as manager of Farmers Elevator Co., or line of Farmers Elevators doing a large business. Am able to take complete charge of the grain end of the business, and any side lines that are handled or that the Company wish to handle, and make the business pay. Am now employed as manager of a Farmers Union Co-op. Ass'n., handling 21 lines of merchandise, doing an annual business of \$1,500,000. Have been in present position four years, but wish to make a change in sixty days. Best of recommendation from my present employers, banks and commission houses. 20 years' experience in grain, live stock, and side lines. Am 43 years old and in best of health. State fully what you have to offer in first letter. Address Employers, Box 12, Grain Dealers Journal, Chicago.

## MISCELLANEOUS WANTED.

**WANTED**—To lease or buy two Grain Cars. Hopewell Co-operative Equity Exchange, Fravel, Kansas.

**PNEUMATIC GRAIN CONVEYOR** Wanted for loading cars. Address Farmers Grain Co., Carlos, Indiana.

**3 COMPLETE ELEVATOR LEGS** Wanted with cup 9x5, also two power shovels, three 25 h. p. motors, 3 phase, 220 volts, 60 cycle. Address Power, Box 12, Grain Dealers Journal, Chicago, Ill.

## BIDS WANTED.

**SEALED PROPOSALS** will be received by the Farmers' Co-operative Company of Oneida, Illinois, until 10:00 A. M. July 2, 1920, and then opened for the furnishing of all materials for, and the construction of, a reinforced concrete elevator building and office, complete with machinery and equipment, to be built at Oneida, Ill.

Plans, specifications and blank proposals may be obtained from Miller, Holbrook, Warren & Co., 416 Millikin Bldg., Decatur, Ill. A deposit of Twenty-five (\$25.00) Dollars will be required from contractors wishing to take plans, or have them mailed, out of the Engineer's office. Plans may be seen at the Owner's office in Oneida, Ill. Bids must be made on forms furnished for that purpose, and must be accompanied by a certified check for the amount of Three Hundred (\$300.00) Dollars, said certified check to remain the property of the Farmers' Co-operative Company, of Oneida, Ill., in case the contract is awarded to the contractor on bid as presented by him, and should he fail to enter into a contract and give satisfactory bond for the completion of the building according to plans and specifications. Checks will be returned to the unsuccessful bidders on the aforesaid date and to the successful bidder when contract with bond has been signed and accepted.

The Farmers' Co-operative Company reserves the right to reject any or all bids.

Farmers' Co-operative Co., of Oneida, Ill.,  
C. M. C. Brown, Secretary.



## MACHINES FOR SALE.

MONITOR 3 F in good condition; installed larger machine; price \$100.00, shipping point.  
NATHAN GRAIN CO.,  
Fort Wayne, Indiana.

WILL YOU BUILD CONCRETE BINS? We have for sale, cheap, 125 second hand jacks for this purpose. Address Concrete, Box 2, Grain Dealers Journal, Chicago.

MIDGET MILLS—One 25, one 50 and one 60 barrel Midget Marvel Mill for sale. Also all kinds new and used mill machinery. H. C. Davis, Bonner Springs, Kans.

FOR SALE—1-600-S Joliet. Cylinder Shuck Sheller. Brand new. Guaranteed as represented. Price F. O. B. Cars Tebbetts, Mo., \$600.00. Sold for the want of use.—Tebbetts Mill & Ele., Tebbetts, Mo.

PORTABLE CAR LOADER on truck for sale, all metal, good condition, 4 h.p. engine will easily operate. \$75.00 f.o.b. Truesdale, for quick sale. Address A. E. Klingenberg, Truesdale, Missouri.

6 BURNER ELECTRIC BROWN DUVAL moisture tester, for sale. United States Grain Corporation, 924 Baltimore Avenue, 4th floor, Kansas City, Missouri.

POWER PLANT MACHINERY For Sale:  
Two 125 h.p. Return Tubular Boilers.  
One 250 h.p. Bass Corliss Engine.  
One Heater and Two Pumps.

LAFAYETTE CORN MILLS,  
Lafayette, Ind.

## FOR SALE CHEAP.

150 Barrel Fairbanks Hopper Scale, also vats, casks, ice machinery, compressors, shafting, piping, pulleys and machinery of all kinds of Chicago Brewery Co., 1269 W. North Ave., Chicago. Phone Randolph 1372 or write W. D. SAGER, 330 E. N. Water St., Chicago, Ill.

## REAL BARGAINS.

Prompt Attention. Quick Shipments.  
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.  
Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

## LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

## TEUSCHER AND SON MACHINERY SUPPLY CO.

527 N. SECOND ST. ST. LOUIS, MO.  
Send for No. 18A BARGAIN PRICE LIST

## MACHINES FOR SALE.

MONARCH BELT DRIVEN 40 h.p. Attrition Mill for sale at a bargain. Buhl Seed & Grain Co., Buhl, Idaho.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers, 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

ONE NO. 368 MODEL C Eureka Receiving Separator for sale. Capacity 500 to 1,000 bushels per hour; used very little. Reason for selling, no use for same. Address State Elevator Co., Cascade, Montana.

FOR SALE: Three 18-h.p. Lauson Oil Engines, in good running order, only been used about three months. Also one 14 H.P. Lauson Oil Engine, brand new, never been set up. Anyone needing such power can get a bargain by corresponding with The Farmers Elevator Company, Metcalf, Illinois.

1 NO. 2 JOLIET Corn Sheller for sale, perfect mechanical condition, practically new, has shelled only 10,000 bu. corn this season. Reason for selling have quit shelling corn. A bargain at \$500.00 f. o. b. Fayetteville, Tenn. Quick sale, need the room. Thornton Grain Company, Fayetteville, Tenn.

## For a List of Really Unusual Bargains in CARS

Tanks, Pumps, Compressors, Blowers, Scales, Rails, Locomotives, Cars, Etc. Get our New Big Bulletin 280

## ZELNICKER IN ST. LOUIS

**MACHINERY**  
For Grinding, Elevating and Conveying all kinds of grain of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**Big Stock**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

## ENGINES FOR SALE.

TWO TYPE Y FAIRBANKS MORSE 25 h.p. Oil Burning Engines for sale. Good as new, used six months. Address Geo. H. Stuart, Schoolcraft, Michigan.

12 H.P. MUNCIE OIL ENGINE For Sale, thoroughly overhauled, new cylinder, piston and rings. Will sell reasonable. Thompson Farmers Co-Operative Elevator Co., Thompson, N. Dakota.

30 HORSE POWER Muncie Crude Oil Engine, for sale, in first class condition. Practically new. Will sell cheap. Address The Fort Recovery Stirrup Co., Fort Recovery, Ohio.

15 H.P. BESSEMER GAS ENGINE For Sale, good as new. Selling on account of installing motors. Address Lexington Elevator & Mill Co., Lexington, Ohio.

FOR SALE at a bargain, the following Gas Engines:

1—15 h.p. Otto Engine, speed 260.

1—6 h.p. Fairbanks Engine, speed 350.

3—3 h.p. International Engines, speed 600.

These international engines will burn either Kerosine or Gasoline.

The above engines were used one week as emergency power in our factories during the recent coal shortage and are as good as new. Address Purchasing Department, G. S. Blakeslee & Co., Cicero, Illinois.

## MACHINE WANTED.

SECOND HAND No. 2 or No. 3 Barnard & Leas single cylinder rolling screen wanted, for scalping corn from cobs. Must be in first class condition.

Loughry Bros. Milling & Grain Co.,  
Monticello, Indiana.

## OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

STUDEBAKER GRAIN & SEED CO. of Bluffton, Indiana, says: "With reference to advertisement we had in the Journal some weeks ago for the disposal of the two electric motors, two days after that issue of the Journal was published we had a telegram directing us to ship them to Ogallala, Nebraska, from a concern at North Platte, which was immediately done. Within a week from that time we had two other acceptances on the same advertisement."

Since 1893  
27 years  
scale manufacturing

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"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made, and retain their accuracy longer than any scale on the market. Columbia Scales are being used by practically every Feed, Coal, Ice and Material Dealer in Chicago; there must be a good reason.

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We maintain a large modern repair and testing department where we can repair any make or capacity scale, also keeping a good stock of parts. Competent men furnished to take out and install your scale.



## BUSINESS OPPORTUNITIES.

**WILL SELL** any amount of stock, from 40 to 76 shares at very small premium if deal can be closed quickly. This is a Farmers Elevator & Supply Company incorporated under the laws of Missouri for \$15,000.00 fully paid. Reason for selling because of other interests to which I must give my whole attention. This block of stock carries position of manager with good salary. Address Premium, Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—8 lots adjoining R. R. on which is large warehouse with chop mill and corn crib with shed attached and office building with wagon scales. The building of two tile grain tanks has been started but not completed, owing to sickness. Tile for this purpose is stored on property and almost enough machinery to equip same, including new Richardson Automatic Scale. Only one elevator in town. For particulars address H. B. Gordon, Sheldon, Mo.

**FOR SALE**  
**GRAIN and FEED BUSINESS**  
near Portland, Me. Annual business over \$100,000. Address  
T. C. Wentworth, Cornish, Me.

## BUSINESS OPPORTUNITIES.

**FEED MANUFACTURING PLANT** located in Chicago for sale. Equipped to make all varieties feed, including molasses feed. Bag storage room fifty cars. Situated in heart of city. Good switching facilities. Address Switching, Box 12, Grain Dealers Journal, Chicago, Ill.

## MOTORS FOR SALE.

**TWO** 20 h.p. and two 30 h.p., 2 phase, 60 cycle, 220 volt motors, 900 R.P.M., for sale. Address Ballinger & McAllister, Bloomington, Illinois.

## MILLS FOR SALE.

**CORN AND FEED MILL** for sale, 400 to 500 barrel capacity, fully equipped and in operation. Connected with practically new concrete elevator, 40,000 bushels capacity, 16 bins, also 4 concrete storage bins, 15,000 bushels capacity each. Plant equipped with large Ellis Drier, 60-ton Hopper Scale, Cleaner, Oats Clipper, Car Puller, Power Shovel, Electric Motors throughout, private trackage. Federal inspection here and transit rates on grain, as well as mill products. Everything in first class condition. Offered for quick sale at one-half cost of construction. Best of reasons for selling. Good terms to responsible parties. Write or wire C. F. Scholer, Bloomington, Ill.

## MILLS FOR SALE.

**100 BARREL FLOUR MILL** For Sale at a bargain; located in good Kansas town. Fuel Oil Power, 10,000 bus. storage capacity. Address J. A. Crow, Crisfield, Kansas.

**FOR SALE**—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

**MILL FOR SALE** Located on International and Great Northern tracks. New building of strong construction finished last July, 120x50 feet. This property located on the leading road to town, two blocks from the Public Square and the best wholesale corner in San Marcos, Tex. One-half block from International & Great Northern Depot. Will sell or lease the building for five years, or will sell the stock, same invoicing about \$4,000.00 Rent \$75.00 per month. Everything in first class shape. This is a good proposition for the right party who can do a big business in Chicken or Mill Feed, Flour and corn. Plenty of room for cars on track as I own the entire block on the railroad. Am selling account of old age and will name a price around \$12,000.00—one third cash, the balance on long time. Address C. D. Lake, San Marcos Milling Co., San Marcos, Texas.

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**LOUISVILLE SEED COMPANY**  
INCORPORATED  
LOUISVILLE, KY.  
Headquarters for  
**RED TOP AND ORCHARD GRASS**  
**BUYERS AND SELLERS**  
OF ALL VARIETIES FIELD SEEDS

**FOR SALE** SUNFLOWER SEED,  
ANY QUANTITY  
**WANT** BUCKWHEAT, also  
WILD MUSTARD SEED  
**P. L. ZIMMERMAN CO.**  
ST. LOUIS, MO.

**SEEDS** ANY and EVERY  
KIND  
CAR LOTS or LESS  
**The Nebraska Seed Co.**  
Omaha, Neb.

**HENRY HIRSCH**  
WHOLESALE FIELD SEEDS  
CLOVER — ALSIKE — TIMOTHY — ALFALFA  
Our Specialty  
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**TOLEDO — OHIO**

**KELLOGG**  
**FIELD AND GRASS**  
**SEEDS**  
We specialize in: Red  
Clover, Alsike, White  
Clover, Alfalfa, Timothy,  
Fancy Red Top and Blue  
Grass. Send for sam-  
ples and prices.  
**KELLOGG SEED CO.**  
MILWAUKEE — WISCONSIN

## SEEDS WANTED.

**WANT TO BUY** Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.  
J. A. BARRY,  
29 Broadway, New York, N. Y.



## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## SEEDS FOR SALE.

**ATTENTION, POULTRY FOOD MANUFACTURERS.** We have a small carload of choice Oat Meal Middlings for sale.  
**KINSEY BROS.,**  
North Manchester, Indiana.

## SCREENINGS WANTED.

**OFF-GRADE WHEAT, BARLEY,** Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

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**GRAIN DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

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These tables have recently been extended to give the exact value of any given weight of Wheat or other commodity weighing 60 lbs. per bushel at all prices—

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Such tables are indispensable for Wheat handlers as they save their cost in labor and time saved and errors prevented, This book should be on every Wheat handler's desk.

Each table is printed in two colors, red and black, and each group of figures is divided by suitable red rules to facilitate the calculation. No other book of tables will give you these values so quickly. They will save you many hours of needless figuring. Compact, convenient and dependable.

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Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.  
**ATCHISON                      KANSAS**

IMPORTERS                      EXPORTERS  
**GRASS and CLOVER SEED**  
Buyers and Sellers of Timothy, Red Clover,  
Alsike, Alfalfa, White Clover, etc.  
**NUNGESSER-DICKINSON SEED CO.**  
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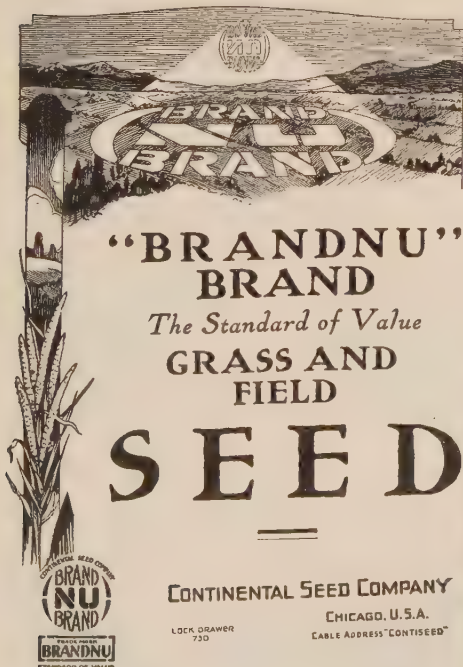
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CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
**CLOVER AND TIMOTHY SEED—GRAIN**

**The S. W. Flower Co.**  
WHOLESALE  
**FIELD SEED**  
MERCHANTS  
SPECIALTIES  
**RED CLOVER, TIMOTHY**  
**ALSIKE**  
**TOLEDO**  
**OHIO**

**Prompt Shipment**  
**SEEDS**  
**CLOVERS, TIMOTHY**  
**GRASS SEEDS**  
**SEED GRAINS**  
**FODDER CORN**  
**MILLETS**  
And A Full Line Of Seeds  
**NORTHROP, KING & CO.**  
**Seedsmen**  
**Minneapolis, Minnesota**

## Field and Grass Seed Trade Directory

**ARNHEM, HOLLAND.**  
Wm. E. Busgers & Co., European fancy natural gr. sds.  
**ATCHISON, KANS.**  
Mangelsdorf Seed Co., The, wholesale seeds.  
**BALTIMORE, MD.**  
Belt Seed Co., The, importers & exporters seeds.  
Wm. G. Scarlett & Co., wholesale seed merchants.  
**BELFAST, IRELAND.**  
McCausland, Sam'l, Ryegrass & Dogtail.  
**BUFFALO, N. Y.**  
Stanford Seed Co., Inc., The, wholesale field seeds.  
Whitney-Eckstein Seed Co., wholesale seeds.  
**CHICAGO, ILL.**  
Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.  
Continental Seed Co., seed merchants.  
**CINCINNATI, OHIO.**  
McCullough's Sons, The J. M., field and garden seeds.  
**CRAWFORDSVILLE, IND.**  
Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.  
**DES MOINES, IA.**  
Iowa Seed Co., buyers and sellers.  
**EVANSVILLE, IND.**  
Small & Co., W. H., seeds, grain and hay.  
**FARIBAULT, MINN.**  
Farmer Seed & Nursery Co., seed corn & grass seeds.  
**INDIANAPOLIS, IND.**  
Southern Seed Co., field and garden seeds.  
Indiana Seed Co., The, grass and field seeds.  
**KANSAS CITY, MO.**  
Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
**LAWRENCE, KANS.**  
J. Underwood & Son, grass and field seeds.  
**LINCOLN, NEB.**  
Griswold Seed & Nursery Co., seed merchants.  
**LOUISVILLE, KY.**  
Hardin, Hamilton & Lewman, grain & field seeds.  
Louisville Seed Co., clover & grasses.  
Ross Seed Co., jobbers and exporters.  
**MERIDIAN, MISS.**  
Kimbrough Mitchell Seed Co., Southern seeds.  
**MILWAUKEE, WIS.**  
Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Teweles Seed Co., field seeds.  
**MINNEAPOLIS, MINN.**  
Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King Co., wholesale seeds.  
**NEWBERN, TENN.**  
Cole Seed Saver Co., Japan clover wholesale.  
**NEW YORK, N. Y.**  
Loewith Larson & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner Seed Co., I. T., Rd. & gr. seeds, ex. imptn.  
**OKLAHOMA CITY, OKLA.**  
Marshall Grain Co., Distributors of Kaffir Milo.  
State Seed Co., The, garden & field seeds.  
**PHILADELPHIA, PA.**  
Philadelphia Seed Co., Inc., The, wholesale field seeds.  
**ST. JOSEPH, MO.**  
Chesmore Seed Co., field seeds.  
**ST. LOUIS, MO.**  
Schisler, F. & G. S. Co., A. W., seed merchants.  
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.  
Newman & Malkemus, grass and field seeds.  
**ST. PAUL, MINN.**  
Jameson Hevener Co., shippers of field seeds.  
**SELMA, ALA.**  
Geo. M. Callen, seed grasses & hay.  
**TOLEDO, OHIO.**  
Flower Co., The S. W., seed merchants.  
Hirsch, Henry, whole. flour, seed.  
Toledo Field Seed Co., The, clover, timothy.  
**WICHITA, KANS.**  
Ross Bros. Seed Co., fd. seeds, alf., kaffir, sweet corn,



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**BRAND**  
*The Standard of Value*  
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## ***Books for Grain Dealers***

To help the Grain Dealers economize labor and prevent errors we have recently produced three new grain books which will surely save you time and trouble.

### **Clark's Decimal Wheat Values—Form 33X**

This is the extended fourth Edition of this useful work and contains the values for any weight of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas, Potatoes, or other commodity weighing 60 lbs. per bushel, at any market price from 50c to \$2.39 per bushel, for any weight from 10 to 100,000 lbs. For all such the results in dollars and cents are shown, and for additional rates, or prices, the results can be easily obtained by simple addition. This book is printed in two colors on linen Ledger stock and well bound in vellum boards. Price \$2.75, f. o. b. Chicago.

### **Triplicating Confirmation Blank — Form 6C.B.**

This form meets all requirements for confirming sales or purchases between grain or hay dealers. Its use will save time and prevent misunderstandings, as all you have to do is to fill in the names and quantities and routes of shipment and the confirmation is complete. It is put up in substantial form with fifty triplicate blanks, two sheets of dual carbon, bound in one book. Price 90c, f. o. b. Chicago.

### **New Oat Grade Code Words**

A new supplement giving code words for all the Federal grades of Wheat, Corn and Oats, for use in connection with the Universal Grain Code, has just been issued. This four-page supplement will be sent to all holders of Universal Grain Codes, upon receipt of a stamped and addressed envelope.

For these and other labor saving Grain Dealer Account Books address the

## **GRAIN DEALERS JOURNAL**

**305 So. La Salle Street**

**CHICAGO, ILL.**



# SEEDS FOR SALE—WANTED

JOBBER AND EXPORTERS  
**ROSS SEED CO.**  
Ky. Blue, Orchard, Red Top, and all kinds  
of field seeds Bought and Sold.  
Louisville, Kentucky.

**Crawfordsville Seed Co.**  
FIELD SEEDS  
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Send Samples  
Millets and Seed Grains  
to  
**THE BELT SEED CO.**  
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We Offer Alfalfa, Red Clover and  
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**The Toledo Field Seed Co.**  
Clover and Timothy Seed  
Consignments solicited. Send us your samples.  
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Specialists  
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*We Buy  
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of Grass  
and Field  
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**The Albert Dickinson Co.**  
MINNEAPOLIS CHICAGO





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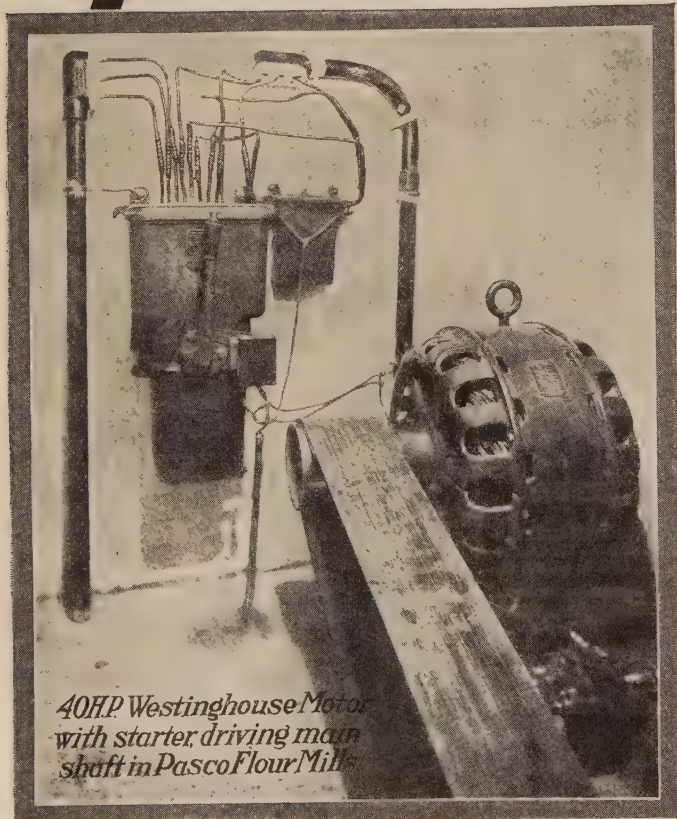
*is preferred by men qualified  
to judge by long experience*

Eight Westinghouse Motors ranging in sizes from 2 to 100 hp., together with the necessary control, were selected for driving the machinery of the Pasco Flour Mills Company when it was organized in 1916.

This equipment was specified by the officers of this company, who have been closely identified with the flour milling and grain business for the past thirty years.

Working continuously day and night, frequently under heavy overloads, this equipment has performed in such a manner as to justify their choice.

WESTINGHOUSE ELECTRIC & MFG. CO.  
EAST PITTSBURGH, PA.



*40HP Westinghouse Motor  
with starter driving main  
shaft in Pasco Flour Mills*

# Westinghouse



## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month at  
305 So. LaSalle Street, Chicago, Ill., U.S.A.  
Charles S. Clark, Manager

**SUBSCRIPTION RATES** to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.25; to Canada, \$2.75.

**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JUNE 25, 1920

"CAPACITY CARS" have no place in an order or confirmation if dissatisfaction is to be avoided. Trouble will be saved by stating the exact number of bushels to be delivered on the contract.

CLEAN your elevator and its surroundings thoroly, reduce its fire and bug hazards before the new crop starts to move, and above all things do not forget that experience has proved that barrels of calcium chloride solution and buckets comprise the most dependable fire fighting apparatus you can install.

RAILWAY MANAGERS are not making the earnest effort to expedite the movement of freight that they did under former private control. Is it because employes and minor officials have been corrupted by an experience of government management or because the owners are sheltered behind the government guaranty of returns?

ONLY fifteen elevator fires reported in this number. Some of them could have been prevented very easily and all of them would have been prevented had the elevator owners taken every precaution known to the fire insurance inspector to prevent and extinguish fires. If more of the inspector's advice was accepted and acted upon fewer elevators would burn.

GRAIN DEALERS generally are coming to recognize the great advantage of using printed blanks in confirming each trade made, and requesting contracting parties to accept confirmation, or at least send confirmation of their own. Through this exchange of written confirmations many misunderstandings will be discovered before it is too late to rectify without cost. This is sure to result in less friction and more profitable trades.

TRADING IN WHEAT for future delivery will be a reality next month, unless meddlers who do not understand the grain dealer's necessity for protection against the vacillations of the market prevent the reopening of the wheat pits.

EMBARGOES ON GRAIN are again in the air and some members of the trade are getting themselves into a panic over the threatened rail tie-up. The railway wage board is not worrying about outlaws nor giving a hurried decision to please the agitators.

THE FEDERAL TRADE Commission's right to require statistics of production is questioned by 22 steel companies who have obtained a temporary injunction enjoining the Commission from compelling firms to make monthly reports on expenses, profits, production and orders. The steel trade will be fortunate if it escapes being pestered as was the grain trade when the Commission was collecting grain marketing statistics a few years ago.

GRAIN BUYERS who entered into a contract with the U. S. Grain Corporation are glad that the contract has expired and henceforth they will be able to conduct their own business according to their own ideas, without any government regulation or restriction. While most of the dealers would no doubt delight in tearing the aforesaid contract into small bits, it would be the part of caution to carefully file it away, as it protects every dealer from claims made by producers after the grain has been settled for.

NORTH DAKOTA'S mills and elevators, established by the Non-partisan League, are not meeting with the wonderful success promised by the followers of Townley, and the manager of one mill has run the representative of the State Auditor out of the plant because he desired to learn what was being done with the taxpayers money. Evidently someone in North Dakota suspects that the State is losing money in its grain and milling enterprises just like every other governmental attempt to conduct business.

GRAIN dealers everywhere have come to recognize the necessity of cautiously conducting their business along conservative lines. The disturbing influence of a presidential campaign has always been feared by the average business man, but this year he has many additional factors to consider and he can not overlook the money, labor and transportation problems. Elevator men who are overly eager to keep their bins full may be forced to sell their contents at a price much below cost when cars are finally obtained.

THE AUTOCRATS who forced the hasty enactment of the Adamson 8-hour law are now striving to stampede the Railroad Labor Board into giving a favorable decision in the wage controversy pending before it. The great American public, which must eventually pay any increases granted the railway employes, most of whom are already overpaid, have not been asked to appear, but their voice will be heard very emphatically unless first consideration is given to their interests. The rights of the public have been so long ignored that its patience has long since reached the breaking point.

TIPPING for cars is a form of bribery that has attracted the attention of the Legislative Com'te of the Industrial Traffic League. Selling cars by the train crew is a crime against the patrons of the railroads and the carriers, but it will not be checked until the railroads adopt more rigorous rules for controlling the distribution of empties and the penalizing of employes who sell them.

REVOCATION of license by government officials may be enjoined by order of court when threatened; and the courts will entertain such suits and make injunctions permanent, are the two important precedents established by the decision published fully elsewhere in this number. The same principle operates against food controllers who fix prices downward on wheat and against zone agents who exceed their legal powers in setting an 8 or 9 cent margin. This decision comes too late to recover the money lost by grain dealers due to price fixing downwards and to refunds they were bulldozed into making.

INTERIOR BUYERS who refuse to unload grain which is not up to grade purchased, until difference is satisfactorily adjusted, relieve themselves of all suspicion of desire to take advantage of the seller far away. It also protects the buyer from charge of misrepresenting condition upon arrival, and in the long run will insure more cordial business relations as well as reduce the number of long drawn out disputes. Shipments to markets having licensed inspectors can be passed upon by the inspectors without any reflection on the judgment of the buyer. Honest differences fairly adjusted before grain is unloaded do not interfere with future business relations.

FIRE LOSSES for 1919 according to the records of the Journal of Commerce aggregated \$249,175,275, but that does not worry the individual property owner. The people of the United States seem to be so completely absorbed in routine affairs they ignore this awful waste and its causes. Building materials and labor are so expensive that none of the burned buildings can be replaced at their insured value, yet the fires continue. Ignorance of fire hazards cause some, but abject carelessness causes at least one-half of them. A study of the known causes of fires in grain elevators should effect a great reduction in the number of fires and in the losses.

RAILROAD operation of boats on the great lakes will result in railroad control of transportation on the great lakes. Railroad made rules, regulations and rates for water transportation can not be expected to favor the boat lines. Before the railroads were required to sell their lake boats they had crowded out water competition and were using their steamship companies ostensibly as feeders for the trunk lines, but in reality as a means for relieving the rail lines of water competition. The people have paid for constructing the harbors and channels of the great lakes and are entitled to the full benefits of untrammelled water transportation, but they can expect no benefits if the railroads control transportation on the great lakes as they did before.



### True Cause of Congestion.

Freight congestion at Atlantic seaports and at Galveston emphasizes most painfully the great need of terminal elevators for the prompt unloading of grain laden cars.

The Santa Fe Railway has for years hauled the lion's share of grain to Galveston. In fact, it has forced the billing of most of the grain raised along its lines to Galveston by assessing a prohibitive rate on grain to New Orleans. Notwithstanding the Santa Fe has insisted upon taking all grain to Galveston, it has not spent one penny in the erection of grain handling terminals at Galveston.

Had it erected a large, modern, rapid handling, reinforced concrete elevator at Galveston years ago, the house would have paid for itself many times over, by expediting the unloading of grain laden cars and enabling the railroad to use its box cars for transportation exclusively.

The shippers of the Southwest whose elevators have been congested with high priced grain for the last six months, and whose credit has been strained to the breaking point by the protracted delay of grain in transit and delay of railroad in supplying cars for other shipments, would greatly promote their own interests and help the slow-moving Santa Fe to take advantage of its great opportunity by protesting to the I. C. Commission and petitioning it for an order requiring the Santa Fe to provide grain handling facilities at Galveston immediately, or else to grant a rate on grain to New Orleans that will help to prevent the recurring congestion and embargoes at Galveston.

Not only has the short-sighted policy of the Santa Fe greatly reduced its own earning capacity, but it has also greatly increased the grain dealer's expense of doing business, as well as discouraged many from attempting to do any business. There is little hope of the Santa Fe ever reforming voluntarily. The suffering shippers must keep up an active agitation until the much needed terminals are provided.

### Abolish the Federal Trade Commission.

The Federal Trade Commission, one of the Government's socialistic meddlers in business, which investigated the grain trade several years ago in conjunction with the Bureau of Markets, is now credited by the *New York Tribune* with the intention of investigating trading on the grain exchanges.

Inasmuch as this autocratic organization has not yet digested the mass of information collected by it from the grain trade two years ago, it would seem unnecessary to do any more investigating.

Members of the grain trade went to much expense of time and labor to give the various gangs of investigators all the information they asked for, but inasmuch as no report of the work has been given out, the natural presumption is that the Federal Trade Commission could find no evidence which would justify its circulating sensational statements regarding the results of its long drawn out work.

The Commission has made so many cowardly attacks on business which it has failed to

sustain in the courts, that none can forgive it for failing to give every line of business a clean bill of health where its investigations failed to disclose dishonest practices.

While the general impression was that the Commission was established for the purpose of assisting business to better methods, it seems to have entirely lost sight of its original purpose. A careful investigation of the work of the Federal Trade Commission would convince most men that the early abolition of the Commission would greatly help the entire business of the country. If there be bad practices in any line of business which merit reform or change, then this particular problem can be safely left to the live, progressive men identified with the trade ass'ns of that line of business.

Through twenty-two years of earnest work by the grain trade ass'ns, this line of business has been raised to a much higher plane than was thought possible when the organizations were started, and yet these ass'ns are gaining strength and accomplishing more each year. Similar organizations in other lines of business are attaining equally good results.

### Arbitration Continues to Gain Friends.

Arbitration was designed to settle honest differences between grain dealers, fairly and honestly, without any friction or irritation. The hatred, enmity, and strained relations resulting from the abuse involved in civil suits at law, have done much to bring about not only a miscarriage of justice, but a deep seated prejudice against using the courts for the settlement of business differences.

Men of experience before arbitration committees formed of men familiar with trade methods, customs, and practices, bring only facts and documents to support their understanding of their rights in the case. Abuse and vindictive argument are no longer tolerated by arbiters. All they desire from the parties involved is documentary evidence and their own understanding of the intentions of the other party, as well as a statement of their own intentions. Parties seeking revenge or nursing a desire to get ahead of someone else, seldom make any headway with a wide-awake arbitration committee. Few arbiters are willing to be a party to vindictive persecution, and most of them insist upon each side confining its arguments to a plain statement of the facts involved and irrelevant matter is peremptorily rejected.

Arbitration has secured not only more justice for the members of the grain trade in the settlement of trade differences, but it has also secured the settlement of those differences at small cost and without prejudice as to future business relations. Every dealer interested in his own business success must recognize that the worry and irritation of long drawn out, bitterly prosecuted lawsuits greatly interfere with the conduct of his business, as well as prove a perpetual bar against future business with the other party to the suit.

Arbitration has done so much for the grain trade, it is but natural that this means of settling business differences should be adopted by many other lines of business and encouraged by the courts.

### The Freight Congestion.

Cars are just as scarce as ever in some sections of Iowa, Nebraska, Kansas, Oklahoma and Texas, and many elevator men are being pressed by bankers for the payment of their prolonged loans, in order that the banker may do his mite to assist in the deflation of our greatly expanded currency.

Interest rates are high enough to discourage any grain dealer to seriously consider holding his house full of grain for an indefinite period, but he surely must do so if he continues to conduct a grain business as heretofore, unless the railroads get busy and provide new cars or new warehouses to relieve those cars now used for warehouse purposes.

Our crippled transportation facilities are suffering so intensely from pernicious political manipulation that it must be a long time before they can be operated so as to render normal service.

The congestion in many sections has become so tense as to extend its blighting influence to all lines of business, and producers are forced to hold grain, even though they have no facilities for properly caring for it, while the grain dealers of the land and the millers are the greatest sufferers. Business men generally are directly interested in securing an early improvement in our transportation facilities which will insure them against the continual delay and expensive suspension of business.

### Inquiry into Liability of Telegraph Companies.

The ridiculously small damages recovered by patrons of the telegraf companies who have sustained heavy loss due to errors in transmission have been the result of a combination of three factors. One is the unfairness of the telegraf companies in drafting schedules limiting patrons to the recovery of no more than the cost of sending. Another is the acceptance of these unfair tariffs by the Interstate Commerce Commission without close scrutiny. The third is the position taken by the courts that these unfair clauses and limitations are binding, simply thru having been filed with the Commission.

The Commission is about to remedy its oversight by instituting a special inquiry into the whole subject of the practices of the telegraf companies in adjusting claims for damages arising out of errors or delays, and the reasonableness of the limitations of liability under the rates charged.

The grain trade and merchants generally should see to it that the commission is fully informed. The grain dealers are willing to pay the cost of a guaranteed service, but this should not be the excessive charge now assessed for a repeated message. The trade should be able to compile statistics and present arguments to show that a very small increase over the unrepeatable rate will reimburse the telegraf company for the added cost of accuracy and the possible damages that may accrue.

EMPTY freight car hounds are indispensable to the would-be shipper who has large needs and no relief is in sight as a new crop of grain is ready to move.



# Destination Value Must Govern in Settling for Loss or Damage to Shipments

Shippers are entitled to damages based on the valuation at destination is a principle affirmed for the third time by the courts in the suit by the McCaull-Dinsmore Co., of Minneapolis, Minn., against the C., M. & St. P. Ry. Co.

The Supreme Court of the United States on May 17, 1920, affirmed the decisions of the lower courts in favor of plaintiff. Readers of the Journal are familiar with this case. It was first published in the Journal Nov. 25, 1918, page 792, when the U. S. District Court of Minnesota, on Aug. 23, gave judgment for \$221.63 with interest, in an instructive opinion by Judge Morris under the Cummins Amendment of Mar. 4, 1915. Again in the Oct. 25, 1919, number, page 767, was fully presented the decision in the same case by the U. S. Circuit Court of Appeals, given Sept. 22.

The suit arose over a shipment of 87,840 lbs. of No. 2 hard wheat from Three Forks, Mont., in Canadian Pacific car No. 210470 by the Three Valley Co-operative Ass'n for account of the McCaull-Dinsmore Co., at Omaha, Neb., and moving under the uniform B/L. The car was wrecked in transit and so mixed about on Dec. 5, 1915, that its identity was lost and it never got to destination.

The value of the wheat at place of shipment was 82 cents per bushel and at the time when it should have been delivered, with interest, less lawful freight charges, \$1,422.11. The railroad company paid \$1,200.48 on Mar. 8, 1916, and McCaull-Dinsmore brought suit for the difference.

The Supreme Court of the United States in an opinion by Justice Holmes says:

This is an action for the loss of grain belonging to the plaintiff and delivered on Nov. 17, 1915, to the defendant, the petitioner, in Montana, for transportation to Omaha, Neb. The grain was shipped under the uniform B/L, part of the tariffs filed with the Interstate Commerce Commission, by which it was provided that "the amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this B/L, including freight charges, if paid." The petitioner has paid \$1,200.48, being the amount of the loss so computed, but the value of the grain at the place of destination at the time when it should have been delivered, with interest, less freight charges, was \$1,422.11. The plaintiff claimed the difference between the two sums on the ground that the Cummins amendment to the interstate commerce act made the above stipulation void. The district court gave judgment for the plaintiff 252 Fed. Rep. 864 and the judgment was affirmed by the circuit of appeals, 266 Fed. Rep. 835.

The Cummins amendment act of March 4, 1915, C. 176, 38 Stat. 1196, provides that the carriers affected by the act shall issue a B/L and shall be liable to the lawful holder of it "for any loss, damage or injury to such property \* \* \* and no contract, receipt, rule, regulation, or other limitation of any character whatsoever, shall exempt such common carrier \* \* \* from the liability hereby imposed" and further that the carrier "shall be liable \* \* \* for the full actual loss, damage or injury \* \* \* notwithstanding any limitation of liability or limitation of the amount of recovery or representation or agreement as to value in any such receipt or B/L, or in any contract, rule, regulation, or in any tariff filed with the Interstate Commerce Commission; and any such limitation, without respect to the manner or form in which it is sought to be made is hereby declared to be unlawful and void.

Before the passage of this amendment the Interstate Commerce Commission had upheld the clause in the B/L as in no way limiting the carriers' liability to less than the value of the goods but merely offering the most convenient way of finding the value. *Shaffer vs. Chicago, Rock Island & Pacific Ry. Co.*, 21 I. C. C. 8, 12. In a subsequent report upon the amendment it considered that the clause was still valid and not forbidden by the law; 33 I. C. C. 632, 633. The argument for the petitioner suggests that courts are bound by the commission's determination that the rule is a reasonable one. But the question is of the meaning of a statute and

upon that, of course, the courts must decide for themselves.

**Prevents Recovery of Full Loss.**—We appreciate the convenience of the stipulation in the B/L and the argument urged in its favor. We understand that it does not necessarily prevent a recovery of the full actual loss, and that if the price of wheat had gone down the carrier might have had to pay more under this contract than by the common law rule. But the question is how the contract operates upon this case. In this case it does prevent a recovery of the full actual loss, if it is enforced. The rule of the common law is not an arbitrary fiat but an embodiment of the plain fact that the actual loss caused by breach of a contract is the loss of what the contractee would have had if the contract had been performed, less the proper deductions, which have been made and are not in question here. It seems to us, therefore, that the decision below was right, and as, in our opinion, the conclusion is required by the statute, neither the convenience of the clause, nor any argument based upon the history of the statute or upon the policy of the later act of Aug. 9, 1916, c. 301, 39 Stat. 441, can prevail against what we understand to be the meaning of the words. Those words seem not only to indicate a broad general purpose but to apply specifically to this very case.

Judgment affirmed.

The chief justice dissents for the reasons stated by the Interstate Commerce Commission.

## Demurrage and Reconsignment Charges During Strike Period.

J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, has advised members that:

The C. & N. W. Ry. has submitted a list of cars of grain on which bills for demurrage and reconsignment charges were rendered against consignees during the period of the switchmen's strike beginning about April 1st.

An agreement was entered into between this office and the C. & N. W. Ry. that the question as to whether the charges should be collected and retained by the C. & N. W. Ry. should be submitted to the Interstate Commerce Commission. Therefore, please send to me the bills for demurrage and reconsignment charges, together with information as to the time sample was delivered on the exchange floor, the exact time disposition order was first tendered, and the time that it was finally accepted by the C. & N. W. Ry. agent; also, any other information which will enable me to present all the facts to the Interstate Commerce Commission.

A similar understanding was entered into between this office and the C. B. & Q. R. R., but so far that road has not submitted a list of the cars on which it claims demurrage and reconsignment charges are due.

BRITAIN will abolish maximum. Great Britain has a maximum price on home-grown wheat. The government has decided to abolish it at the end of December so as to enable farmers to take the ruling price of imported wheat. The government fears a world shortage and believes prices will rule high for a long period. Britain expects a fair crop but she only raises seventy millions. She imports nearly three times that much. British millers are experts at mixing. They use home-grown wheat, spring wheat from Canada, winter and spring from the United States, Australia white wheat and wheat from Argentina and India.—C. A. King & Co.

RUSSIA HAS VAST SUPPLIES ready to export as soon as the transportation problem is solved. When the blockade is lifted and the transportation arranged, ten million tons of grain will be put on the world market. Of this amount 4,000,000 are in Siberia and 6,000,000 are in Ukraine. In exchange for this grain and other food supplies Russia wants manufactured products, such as boots, clothing and agricultural implements; and, above everything else, locomotives.

## To Require Provision of Ample Terminal Freight Storehouses by Carriers.

The prolonged freight congestion, with its irritating permits and embargoes, has so crippled the business of the country, it was but natural that some bill should be introduced in Congress designed to remedy the trouble and to prevent a recurrence of the delay.

Notwithstanding the character of every rail road requires it to furnish depot facilities at every station for both freight and passengers, many railroads have neglected to provide needed terminal facilities for facilitating the handling of the freight they transport.

Not one of the trunk lines has grain handling facilities at any Atlantic port sufficient to meet the needs of its own business. The Chicago & Northwestern Railroad has constructed modern, rapid handling, fire-proof grain storage elevators at its terminals, and most of the trunk lines have transfer and cleaning elevators at their western terminals for the purpose of facilitating the assembling of grain for shipment over their lines. Some of them have very good facilities at their seaboard terminals, but notwithstanding the existing facilities, the movement of nearly every crop is accompanied by prolonged congestion and delays that are expensive both to shippers and carriers.

Many of the railroads own elevators in Chicago, Kansas City, Minneapolis, Duluth, New Orleans, Buffalo, and other terminal and transfer points, but at no point are the terminals equal to the task of expediting the release of cars; so at frequent intervals box cars are used for grain purposes instead of for the transportation of freight. Most carriers readily admit that they have been short-sighted in this matter, but as heretofore they continue to procrastinate and postpone the day when they shall provide needed freight depots at their terminals, as provided for in their charters.

A bill known as H. R. 14390 was introduced June 3rd by Congressman Anderson, providing specifically for the relief of the transportation congestion. While there is no doubt that we have sufficient laws to secure the needed relief, however another one may encourage the public officials to greater activity in forcing the rail carriers to provide the grain warehouse facilities needed. The new bill, which no doubt merits the support of the carriers as well as all shippers, follows:

A bill to amend the Interstate Commerce Act, as amended by the Transportation Act, 1920, to require carriers to supply necessary warehouse facilities and extend the powers of the Interstate Commerce Commission.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1 of the Interstate Commerce Act, as amended by the Transportation Act, 1920, is further amended by adding thereto the following paragraphs:

"(25) It shall be the duty of every carrier by railroad which has a terminal at any ocean port to provide itself with warehouse facilities proper and adequate for the prompt and efficient handling and storage while awaiting export of all grain and grain products transported by such carrier to such port for export.

"(26) The commission may, after hearing, upon complaint, or upon its own initiative without complaint, require by order any carrier by railroad subject to this Act, party to such proceeding, to erect or otherwise provide itself with warehouse facilities, or to make or provide additions or improvements to existing warehouse facilities, found by the commission to be reasonably necessary in the interest of the public for the purposes aforesaid: Provided, That no such order shall be made that will impair the ability of any carrier to perform its duty to the public.

"(27) The rates charged for the storage of grain and grain products in foreign commerce, and for the insurance, handling, cleaning, or other services connected with the storage thereof in any such warehouse provided by a carrier by railroad subject to this Act, and for the services and facilities in connection therewith furnished by such warehouse, shall be incorporated in the schedules of said carrier showing rates, fares, and charges for transportation, and shall be subject to all of the provisions of this Act relating thereto."



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Strike Does Not Excuse Delay.

*Grain Dealers Journal:* I noticed a few days ago in a Sioux City paper that Owen L. Coon, before an Iowa Farm Bureau meeting, said that loss to the farmer by reason of delay on account of switchmen's strike was a valid claim against the railroads. Now, if this is true, then loss in quality of grain due to delay for the same reason must also be a valid claim. Now we surely got "soaked" right on car Penn 51138, and if there is any way of recovering the loss we want to get it.

I notice the B/L says that the company is not responsible for loss or damage "caused by the act of God, the public enemy, quarantine, the authority of the law, or the act or default of the shipper or owner." Now, where does this strike business come in? It surely was not an "act of God," and you could hardly call the strikers "the public enemy," the law did not call the strike, and it was not our fault.

We are not much as to law around here, but it seems to me that if this car was accepted on a clear B/L, not "subject to delay on account of strike," there ought to be some comeback somewhere for it.—Sergeant Bluff Farmers Elevator Co., Sergeant Bluff, Ia.

*Ans.:* The fact that some of its employees quit or threatened to quit work does not prevent the railroad company from hiring others and does not excuse delay.

When a strike is threatened the carrier's duty is to protect itself by declaring an embargo or accepting shipments subject to delay. If it accepts shipments without notice to shipper it must be held responsible.

### Applying Capacity Car on Contract?

*Grain Dealers Journal:* We sold Jacksonville Grain & Com. Co., the capacity of one 60,000 car of corn on May 3, 1920, to be shipped as soon as get a car. We did not get a car for four or five days, and then an embargo was placed on grain shipments and by the time it was lifted and we got a car it was May 15th. The railroad agent then placed an 80 capacity car and gave us permission to load 60,000 lbs. for their convenience.

By the above named company's consent we loaded the 80 capacity car with balance to apply at market price, when we received returns the above company deducted 66,000 lbs. The question I want to know is whether they should have deducted 60,000 lbs. and applied the balance at market price, or should they deduct 66,000 lbs.—Farmers' Elevator & Merc. Co., Winchester, Ill.

*Ans.:* This contract calls for billing to a St. Louis firm, and presumably St. Louis Merchants Exchange rules will apply.

Rule 8, Sec. 7 of the St. Louis Merchants Exchange provides that "On all carloads of grain, seed, castor beans or feed sold for future delivery, unless there be a special agreement to the contrary, 1,000 bus. shall constitute a carload of wheat, corn, rye or barley, 1,500 bus. a carload of oats, and 35,000 lbs. a carload of seed, castor beans or mill feed.

"The excess or deficit on sales of specific quantities shall be determined on the next business day after the last car unloaded and settlement made basis of grade sold at current market price on that date in this market."

On the other hand the use of the words "capacity car" gave the shipper leeway to put in more than 60,000 lbs., subject to the carrier's limits of minimum and maximum, and he could compel the buyer to take what he loaded within those limits at the contract price. This gives the buyer the corresponding privilege, when the

market has gone against buyer, of holding the shipper down to the carrier's maximum for the capacity of car ordered, and an addition of 10 per cent is reasonable.

Read the decision of the arbitration committee of the Texas Grain Dealers Ass'n on this point, elsewhere in this number.

### Allowance for Shrinkage of Wheat?

*Grain Dealers Journal:* Please tell us what we should figure the percentage of shrinkage on wheat that we will have to hold in our elevator. We desire this information for our own protection as we will be unable to get cars to keep up the flow of grain and will be forced to carry large quantities of wheat indefinitely and necessarily must buy accordingly.—Farmers Co-Operative Ass'n, By D. J. Rute, Manager, Sentinel, Okla.

*Ans.:* The shrinkage on each lot of grain depends solely on the percentage of moisture it contains. Wheat of the same crop from the same locality does not differ widely.

With a moisture tester determine the percentage of moisture in samples from two or three different sections of your territory, and bear in mind that normally wheat will contain about 12 per cent of moisture, so that if it does contain 17 or 18 per cent at the time you take it in, it is not likely to fall below 12 per cent, even though you do hold it until next spring.

If shipper has no moisture tester, he can send samples of new wheat to the nearest licensed inspector and have him determine the moisture.

### Can Collect Clear Record Claim.

*Grain Dealers Journal:* The Pennsylvania Railroad Co. has refused my claim for \$87.82 for shortage on a car of wheat going to Philadelphia, giving as a reason that the car was delivered to consignee under point of origin seals, no exceptions taken en route or at destination, and no complaint at time of delivery.

How can I get a settlement on this claim?—A. E. Young, Ravenna, Mich.

*Ans.:* This car was shipped in August, 1919, and the Philadelphia Commercial Exchange did not inaugurate its system of car condition reports until Jan. 2, 1920; so that the fact that no exceptions were taken at destination means nothing. If the car had been in a leaking condition or shown positive evidence of having leaked no record would have been made at Philadelphia.

This state of affairs has since been remedied and shippers' interests are better safeguarded.

The clear record proves nothing. The shipper must prove how much grain he loaded into the car by furnishing sworn statement of loading weight, the date of loading, the destination and how many drafts. If railroad company does not honor the claim shipper should attach some of the rolling stock at his own station.

### Variation in Weight of Team on Wagon Scale?

*Grain Dealers Journal:* The 18-ft. truck scale we have just installed is long enough in some cases to weigh wagon and team at the same time.

Will a team weigh more or less when it is hot and panting than it will after it has cooled off? Which is the most satisfactory, to weigh wagon and team together or just the wagon? Will the panting of a horse have any effect in getting his weight?—Rumpel Mill & Elevator Co., Weston, Mo.

*Ans.:* A cool horse and a panting horse will weigh the same on a 15 ton scale. There might be some variation on a very sensitive scale.

Weighing wagon or weighing the team and wagon are both satisfactory with an 18-foot, 15-ton scale. When the wagon alone is weighed there will always be slight variation in weight due to drawing of the tugs or the leaning of the horse on the wagon shaft. When weighing the wagon alone the ordinary custom is to weigh the loaded wagon on one end of the scale and to weigh the empty wagon on the other end. When both ends of the scale do not weigh exactly the same there will be a variation in weights. To determine whether a scale weighs the same at both ends a heavily loaded wagon (horses detached) should be weighed at one end of the scale, pushed across the scale and weighed at the other end. A variation in weight proves that the scale needs attention. No variation will prove that both ends of the scales weigh the same but will not prove that the scale is correct.

A panting horse will not have any effect in getting weight on a 15-ton scale.—J. A. Schmitz, assistant Board of Trade Weighmaster, Chicago, Ill.

### Treasury Refuses Export Credits.

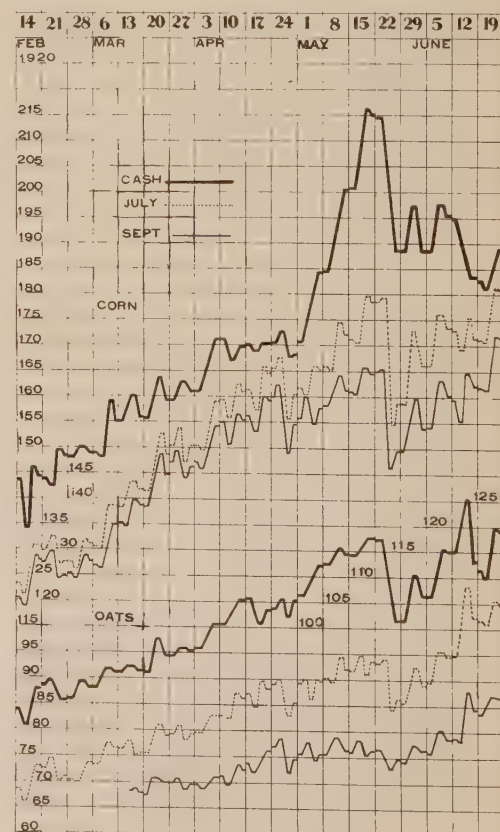
In a letter to E. W. Houx, pres. of the Kansas City Livestock Exchange, Sec'y of the Treas. Houston, declines to make a special deposit of government funds as a basis of new credit. Wool dealers and producers, who are suffering from a demoralized market for the fleece, have also made a special plea for funds at the Federal Reserve Bank without avail.

This is in line with the sec'y's flat refusal a few months ago to grant foreign governments further loans.

THE ADOPTION OF THE METRIC SYSTEM would result in enormous cost to the manufacturers of this country, according to C. V. Morse, president and general manager of the Dependable Truck & Tractor Co. While connected with the American Locomotive Co., at Providence, R. I., which manufactured the Alco pleasure car and truck, Mr. Morse had occasion to make a change in the system of measurements. When the company launched into automobile engineering, it took over the Bleriot, a French product, using the metric system, and incorporated the same into its own pleasure cars and trucks. Finally the company changed from the metric to the English system. The tools, jigs, and fixtures for this alteration cost approximately \$90,000. The use of the metric system means carrying a double set of tools, as it would be hazardous to change any jig or fixture and not practical to make them interchangeable, and this procedure means the expenditure of a lot of money. If the changing of tools for a single car costs this amount of money, it can be seen how prohibitive such a change would be to the industries of the whole country.

### Cash Corn and Oats Fluctuations from Dec. 29 to June 19.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day a few cents above or below the extreme charted. The June and September futures are shown by dotted and light lines for comparison.





## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### "Not Fit for Grain."

*Grain Dealers Journal:* It is bad enuf to have a car shortage all over the country, but I think the Detroit dealers are up against a car scarcity of a more serious nature than other grain markets. The large automobile interests of this city are using every means to secure all the box car equipment coming to Detroit. They are hiring railroad freight men, instructing them to mark cars delivered to Detroit for the movement of grain as "Not fit for Grain" so they can get the cars for shipping automobiles. The wise grain receivers are making an earnest effort to get their share of the empties but meeting with many new difficulties.—E. J. Y.

### Office Man a Better Switchman.

*Grain Dealers Journal:* Railroad office men who worked in the railroad yards during the switchmen's strike put in on the average about 12 hours a day. In many instances these office men, after a little experience, assisted by a few switchmen who did not strike and a few new men, switched as many cars in 12 hours as three 8 hour shifts of regular switchmen did in 24 hours. One thing about the office man at work in the yards was that he did not spend the company's time, referring to a Union Rule Book to see whether he or the next fellow was to do this or that piece of work. They got busy and did what they saw remained to be done.—E. H. Holister.

### The Proposed Sales Tax.

*Grain Dealers Journal:* In view of the wide discussion concerning the Sales Tax the enclosed resolutions of the National Ass'n of Paper Box Manufacturers may prove of interest to your readers:

#### PAPER BOX MANUFACTURERS FAVOR TAX ON SALES.

RESOLVED, That the National Ass'n of Paper Box Manufacturers desires the stabilization of commodity markets and values and an early reduction in the after-war high cost of living, and as the first step to that end, urges the prompt elimination of the existing war excess profits tax and of the equivalent sur-taxes on the business profits of individuals and partnerships.

RESOLVED, That in our opinion these war taxes intended in part to restrict non-essential enterprise during the war, are wholly unsuited to conditions after the war; they operate directly to prevent competition by discouraging enterprise and increased production and by placing a prohibitive burden on individual endeavor and on the assumption of business risks by capital.

RESOLVED, That we favor the prompt enactment of a one per cent tax on the gross sales of all commodities whether with or without equivalent or other taxes on other business turnovers and specific transactions. We believe that such a tax should be imposed upon all sales and not confined to sales by any one class of producers or traders. Such a tax in our judgment constitute a direct, honest consumption tax which would be relatively light in comparison with the present indirect consumption tax which is falsely disguised as a graduated tax on the profits of wealth.

RESOLVED, That such a tax should be returned and paid monthly on the record of sales shown by the books of the vendor, and should not take the unnecessary and annoying form of a stamp tax on sales or invoices.

RESOLVED, That in order to levy the maximum tax desired on unearned income in such form that it will not be shifted, and to the end that all income-producing capital shall be proportionately taxed, the existing surtaxes should be supplemented by an elective provision permitting the taxpayer to make a voluntary return of his total income, including constitution-

ally non-taxable income and to receive a complete acquittance of such surtaxes upon the payment of a percentage of his income-producing capital equal to six per cent of the average surtax computed upon the income so returned.

The action of the Box Ass'n taken after thoro discussion is similar to that taken by many other commercial and financial ass'ns who believe the best interests of the consumer, the merchant and the manufacturers may be attained by a change in the method of collecting Federal Taxes.—Galey & Lord, New York City.

### The Santa Fe's Failure at Galveston.

*Grain Dealers Journal:* Mr. F. C. Maegley's argument about the Santa Fe and its failure to provide elevator space at Galveston exhausts our patience. The Santa Fe loses for its patrons every year the cost of a 5,000,000-bu. elevator at Galveston. It prefers year after year to tie up 5,000 of its cars, which should earn \$100 each during the time they are lying idle at Galveston. Then they force their shippers to run the risk of having their grain ruined by high waters at Galveston each year, and so their criminal indifference goes on from year to year. Such old fogysm as guides Mr. Maegley in all of his arguments and actions seems to prevail to the extent of preventing the Santa Fe from providing adequate facilities at Galveston, after forcing the producers along their line to ship to Galveston.—Very truly, The Fort Worth Elevators Co., per Jule G. Smith, Pres., Fort Worth, Tex.

### Grain Inspection at Galveston.

*Grain Dealers Journal:* Some of our members have complained recently of the length of time cars of wheat were permitted to stand on the track at Galveston before inspection and I have taken the matter up with Mr. H. A. Wickstrom, chief grain inspector, and he advises me under date of June 14th as follows: "Replying to your favor of the 11th inst., I beg to inform you there are approximately nineteen hundred cars grain on track at Galveston which are all inspected. Our force of inspectors and samplers daily visit the railroads' yards and tracks designated for inspection purposes and all cars are immediately inspected. Of course there are rainy days when inspectors cannot work. You are cordially invited to come to Galveston and check over our records in order that you may personally know that there is not the slightest neglect on the part of this department in inspecting grain upon arrival."—H. B. Dorsey, Fort Worth, Tex.

POISON for the eradication of grasshoppers in the Province of Manitoba will be supplied free, reports a bulletin of the Canadian Department of Agriculture.

TAXES collected by the Internal Revenue Department in the 2½ years since Jan. 1, 1918 nearly equal the taxes collected by that department in the previous 55 years of its existence from 1863 to 1918.

RICE SHIPMENTS from Hawaii to the United States during April were 9,100 lbs.; compared with shipments of 97,300 lbs. during April 1919. Total for the ten months ending April was 1,967,656 bus. compared with a total of 1,572,697 bus. for the corresponding period of 1919.

ITALY consumes more grain per capita than any other country in the world. The per capita consumption of grain has increased 20% since the end of the war, in spite of the fact that this causes 2,755,000 tons more grain to be consumed than is produced. The 7,163,000 tons of grain used in Italy annually means that each of the 36,000,000 inhabitants consumes 398 lbs. of grain in a year. The considerable varieties of macaroni, called "pasta," which constitute a large part of the Italian diet is given as the cause of this enormous grain consumption.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 112918 passed thru Fordyce, Neb., on June 22 badly leaking corn thru a broken post. About 5 bus. leaked out in yards. Car was patched some by crew and pulled out.—J. C. Fleming, McCaull-Webster Elevator Co.

N. P. 48109 passed thru Pocahontas, Ia., on June 18 leaking corn thru siding beside the doorpost. Car was patched as well as possible while here.—R. H. Patterson, sec'y-treas., Pocahontas Grain Co.

N. & W. 62561 passed thru Havelock, Ia., on June 15, leaking oats at one end. I did not have time to fix it as train only stopped a few minutes.—J. L. Miller, mgr., Farmers Coal & Grain Co.

C. P. R. 215181 passed thru Eden, Ill., going east on June 14 badly leaking corn at the upper corner.—H. F. Turner.

N. Y. C. 233958 passed thru Seward, Ill., on the Illinois Central, June 12, leaking yellow corn at the end of car. Reported by our Seward, Ill., agent.—B. P. Hill, pres., B. P. Hill Grain Co.

C. M. & St. P. 86676 was set off for repairs at Rockwell City, Ia., on June 11. It was leaking corn badly and from 15 to 20 bus. were lost in the railroad yard. Car was repaired by a track gang.—C. W. Kellogg, mgr., Rockwell City Farmers Elevator Co.

N. Y. C. 238570 passed thru Central City, Neb., on June 10, going east on the U. P. on extra train No. 317. It was leaking corn at side of car. Our agent, Wm. Palmateer, who made the report, will furnish affidavit if requested.—T. B. Hord, treas., Hord Grain Co.

M. P. 37595 passed thru Whitestown, Ind., going east on the Big Four, June 9. It was leaking corn at the side of car.—Kern & Kirtley Grain Co.

M. & O. 40335 was set off at Leonard, Ill., for repairs on June 7 after we notified the conductor that oats were leaking from under both grain doors which were badly bulged. One door post was also broken off.—George H. Spainhower, mgr., Farmers Elevator Co.

N. Y., N. H. & H. 72545 passed thru Crescent City, Ill., on June 8 leaking oats badly thru a hole in the side of car.—W. G. Smith, mgr., Crescent City Farmers Co-op. Co.

St. L. I. M. & S. 33595 passed thru Crescent City, Ill., on June 7 leaking oats at the side of car.—W. G. Smith, mgr., Crescent City Farmers Elevator Co.

C. R. I. & P. 31483 passed thru Crescent City, Ill., on June 7 leaking yellow corn at the door. Car appeared to have been improperly coopered, as the inside grain door was badly bulged. We tried to fix the best we could.—W. G. Smith, mgr., Crescent City Farmers Elevator Co.

M. & St. L. 12194 passed thru Manlius, Ill., going south on June 4. Sides were badly bulged and corn was leaking at the door.—C. B. Lowe, mgr., Manlius Grain & Coal Co.

H. V. 32350 passed east thru Agosta, O., on the C. C. C. & St. L. Ry., June 3rd, leaking oats thru siding in two places.—C. O. Barnhouse.

C. & N. W. 79362 was switched at Nevada, Ia., on the morning of June 2nd and was leaking wheat from an end that was bursted out. Car remained on siding in the afternoon.—Frazier & Son.

D. L. & W. 31417 passed thru Fordyce, Neb., May 27 leaking oats in a stream out of side and out of one door.—J. V. Fleming, McCaull-Webster Elevator Co.

M. P. 21135 passed thru Marble Rock, Ia., May 26, leaking corn thru a bulged siding near the corner. We repaired same the best we could, but the car was in bad shape.—A. J. Ackley, mgr., Farmers Elevator Co.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### ALABAMA.

Selma, Ala., June 15.—Oats are being harvested now and the quality is fine. As usual only a limited crop is being produced in central Alabama. Farmers here only produce about 10% of their requirements.—Rivers F. Ross.

### ARKANSAS.

Fort Smith, Ark., June 17.—Crop prospects are quite favorable in this locality.—Arthur G. Lee.

### CANADA.

Winnipeg, Man., June 12.—Estimated acreage under crop in Manitoba, Saskatchewan and Alberta is as follows: Wheat, 14,026,000 acres, compared with 16,085,000 acres in 1919, a decrease of 12.8%; oats, 10,973,500 acres, compared with 9,626,000 acres in 1919, an increase of 14%; barley, 2,108,000 acres, compared with 1,955,500 acres in 1919, an increase of 18.2%; and rye, 237,500 acres, compared with 216,000 acres in 1919, an increase of 10%. Seeding operations were late. Some damage from wind reported in certain localities, but weather conditions since have created splendid prospects for a good crop.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

### COLORADO.

Daily, Colo., June 10.—Corn is a little late but looks good. Wheat looks fine.—H. E. Combs, Longmont Farmers Elevator Co.

### IDAHO.

Grace, Ida.—Crops are very favorable in this locality.—Grace Mill & Elevator Co.

St. Anthony, Ida., June 17.—Crops are in good condition so far.—W. F. Williams, Farmers Equity.

### ILLINOIS.

Rantoul, Ill., June 22.—Oats crops badly hurt in this locality because of no rain.—A. M. Winter, Tomlinson Co-op. Grain Co.

Woodhull, Ill., June 11.—Corn and oats are doing fine. Nearly all fall wheat has been plowed up.—I. R. Titus, mgr., Woodhull Grain Elevator Co.

Chicago, Ill., June 17.—A result of two weeks' excellent weather in Oklahoma is a great improvement of crops during the past two weeks. The condition of winter wheat is now estimated at 83% of normal, with a yield of approximately 35,000,000 bushels. Wheat harvesting commenced in several parts of the state, and will be general in the next 8 or 9 days. Oats acreage is estimated at 1,400,000 acres, with condition 85%, this being an excellent improvement over the last 60 days. Barley harvest is well advanced. Condition is about 86%. Rye condition is about the same as wheat and harvesting has already begun.—S. H. Johnson, V. P., C. R. I. & P.

Springfield, Ill., June 23.—Rain needed in most localities. Corn is well cultivated in the northern areas and excellent progress was made in this work generally. Condition is good, but the weather is too cool for proper growth. Planting is practically completed. In the vicinity of Cairo some fields are being planted to corn and others have been laid by. Corn was touched by light frost in a few places in the extreme northern part of the state. Winter wheat, spring wheat and oats are heading in the northern and central counties, and the last two crops named are heading short in places as a result of the dry weather. Farmers are cutting winter wheat in the south. Chinch bugs and hessian fly are doing some damage in localities in the central division.—Clarence J. Root, meteorologist, U. S. Dept. of Agri.

### INDIANA.

Hamlet, Ind., June 19.—Crops are looking good in this locality.—B. H. Sidle, Hamlet Grain Co.

### IOWA.

Stanwood, Ia., June 18.—Corn is in good condition. Oats and barley are short.—J. P. Christianson, mgr., King-Wilder Grain Co.

Gaza, Ia., June 22.—If we could get cars there would be a heavy movement of grain. The last car we loaded was on June 4th.—J. A. De Vries.

Solon, Ia., June 11.—Crops in this locality look good. We need some rain for corn.—J. J. Fiala.

Rudd, Ia., June 16.—Crops look good on high ground but not so well on the low spots. It has been too hot for the low land.—Alvin Schultz, mgr., Farmers Exchange.

Steamboat Rock, Ia., June 21.—I traveled by automobile thru Hardin and part of Grundy County on June 20th. Some of the oats are headed out, but straw is short. Corn is small, but with plenty of hot weather it will be knee high by July 4th.—George Potgeter, Potgeter Grain Co.

Des Moines, Ia., June 22.—Corn is later than usual, but is looking good except in spots. Prospects are good for a big crop. The best corn is from 8 to 12 inches high. Corn needs showers and warm weather. Oats are heading out very short. Winter wheat fields thin and spotted. The wheat was planted too late, resulting in about one-third of a crop. What little clover we have is looking good, very few clover fields to be seen, this is due to the high price of seed.—Geo. L. Kurtzweil, Iowa Seed Co.

### KANSAS.

Argonia, Kan., June 10.—Crops are light in this locality.—Argonia Milling & Grain Co.

Isabel, Kan., June 10.—Wheat fair. Will make an average crop with favorable conditions.—Farmers Co-op. Equity Co.

Hardtner, Kan., June 18.—Wheat harvest is on. Indications point to a light yield of wheat.—W. R. Binkley, mgr. A. C. Milling Co.

Aurora, Kan., June 10.—The growing wheat and oats look good. We expect an average crop. A. B. Wright, mgr., Aurora Grain & Coal Co.

Healy, Kan., June 13.—Wheat and barley look good. We probably will harvest from July 1 to 10.—A. F. Keikhoff, mgr., Healy Co-op. Elevator Co.

Manhattan, Kan., June 11.—Dry weather is ripening wheat very rapidly. Yield will be above normal. Quality will be better than last year but not first class.—L. D. Arnold.

Copeland, Kan., June 17.—Wheat is in good shape but late. Grasshoppers are eating the wheat at this writing. Kafir and milo have a good stand. Plenty of rain at this time.—George A. Smith, mgr., Co-op. Equity Exchange.

Randolph, Kan., June 10.—All grain doing well. Some corn was replanted because of damage from cut worms. We will soon be in need of rain.—J. A. Annell, mgr., Randolph Farmers Union Co-op. Ass'n.

Mercier, Kan., June 16.—Harvest will start in about twenty days. Looks like a good crop of oats. Corn is doing fine. We are having good weather for wheat. From the way things look we are going to have one of the best crops we have had for years.—H. Thuloweit, mgr., Farmers Grain & Supply Co.

Topeka, Kan., June 24.—Returns from 56 counties indicate that the 1920 winter wheat acreage is 13.2% less than last year. Because of hot weather the estimated yield of winter wheat has decreased. Spring wheat yield is estimated at 250,000 bus. Deficient rainfall at the start of growth has caused a short oats plant. Heads are well filled. Estimated production is 64,500,000 bus. June has been a good month for corn. Acreage planted to corn this year has increased 26.5% over 1919 acreage. Insect damage this year has been less than usual. Army worms and cut worms have caused considerable damage lately. Hessian fly is reported in many fields. Grasshoppers are causing alarm in the Southwest.—J. C. Mohler, Sec'y Kansas State Board of Agriculture.

### MICHIGAN.

Bessemer, Mich., June 14.—Most crops are planted and doing well. Have had plenty of rain.—R. Bergerson, sec'y, Farmers Milling & Elevator Co.

Marion, Mich., June 17.—Crops look good considering the late spring. We look for at least normal crops in this section.—E. A. Conklin, mgr. Gleaner Clearing House Ass'n.

### MINNESOTA.

Minneapolis, Minn., June 16.—Hot weather during the past week has developed the crops in fine shape. Soil is in excellent condition. Crops altho a little late are above the average and no bad spots have as yet developed. Wheat has a fine color and stand and has made up to some extent the lateness in seeding. The rye crop thruout our territory is thin, as much of it was winter-killed. Both barley and oats have a heavy stand and fine color, and show excellent condition.—Van Dusen-Harrington Co.

Hallock, Minn., June 12.—Crops never looked better. Looks like a heavy crop. Weather condition continues favorable for small grains. To offset labor shortage farmers in this locality invested heavily in tractors.—Hallock Grain & Supply Co.

Minneapolis, Minn., June 23.—Northwestern crops have made fine headway the past week. Weather has been fairly warm, with plenty of rain for the places that needed it. The districts tributary to the Red River Valley in Minnesota and North Dakota are too wet. There are also other places in South Dakota where the low spots are filled with water. Montana has been especially favored with rain. Pastures and grain fields growing in fine shape; a year ago at this time they were almost burned up. Present prospects indicate sufficient feed for stock, which during the past four or five dry years has suffered severely. Grasshoppers working in a few local spots in N. D., Mont., and S. D., but have not developed rapidly because of the cool, wet weather. Damage from them will not be as serious as last year. Owing to late start of small grains, many fields are weedy. Wheat shows a fine, even stand, with the exception of fields stubbled in. Barley and oats are excellent. In the southern territory corn in fine condition in spite of considerable rain. Seed this year was exceptionally good, only a few fields with poor stands; in the northern territory crop is somewhat backward and some fields weedy. Indications for a big crop in S. D., and Southern Minn. Unless we have a late fall much corn in the North is liable to be caught by frosts.—The Van Dusen Harrington Co.

### MISSOURI.

Wheaton, Mo., June 15.—Wheat is looking better.—Wheaton Milling & Power Co.

Green Ridge, Mo., June 22.—Wheat crop is short in this section and will average about 25% of the 1919 crop.—James Hurley Grain Co.

Dunlap, Mo., June 23.—Crops look good in this locality. We are in need of rain. Some of the winter wheat is beginning to turn. Corn looks good.—Stanley Walker.

Jefferson City, Mo., June 11.—Wheat has not improved and remains thin and bunched. Plants failed to stool, but heads are fair length. Overflows and standing water affected the crop in various sections. Hessian fly did not develop according to the degree of early fears. Chinch bugs are the worst since 1913, prevailing in the east and southeastern sections. Spring wheat acreage is 12,100 acres, or only 55% of the 1919 seeding. Oats acreage is 1,445,340 acres, an increase of 2% over 1919 acreage. Oat crop has grown slowly, due to the wet and cool weather. Corn acreage is 6,389,160 acres, or an increase of 11% over last year's acreage. Corn planting will continue in Northern Missouri well up into June. Much of the corn has been plowed the second time. Labor shortage will probably affect the cultivation of many farms. Farmers in this state lost 14 days during the month of May due to bad weather. Averaging two hands to the farm at \$2 per day this loss alone is estimated at \$15,500,000.—Missouri Crop Reporting Service.

### Crop Report from Altus, Okla.



J. T. Gibbons in His 225-acre Field of Spring Wheat.



## MONTANA.

Browning, Mont., June 14.—Farmers in this locality report that cutworms have taken part of the crop. Many losses of early seeding have been replanted.—A.

Miles City, Mont., June 12.—Crops in south-eastern Montana with a few exceptions are better than ever before, reports G. F. Ingersoll, V. P., Commercial State Bank, after a trip in that locality.—A.

Antelope, Mont.—Crop conditions fair. Have had two fairly good rains lately. Many fields of thistle are ahead of the grain. Late grain coming very uneven.—R. C. Udy, mgr. Farmers Grain & Shipping Co.

## NEBRASKA.

Daykin, Neb., June 21.—Crops are above the average.—Daykin Grain & Supply Co.

Dalton, Neb., June 20.—Wheat prospects fine in this territory. Plenty of rain.—J. A. Miles.

Holstein, Neb., June 21.—New crop looks fair but we need rain.—Walter Nelson, Mgr. Farmers Union Co-op. Ass'n.

Bladen, Neb., June 15.—Fine prospects for wheat here. Corn is small because of the late planting.—Chas. W. Wood, agt., C. B. Seldomridge.

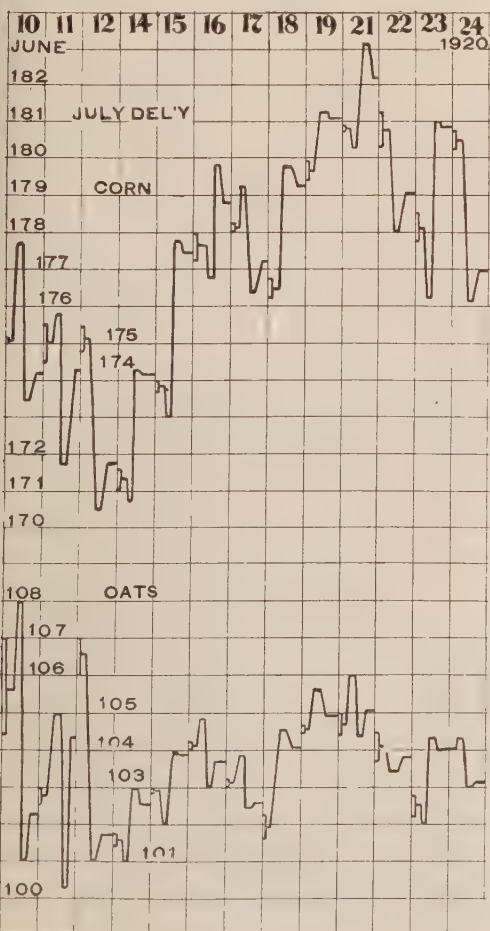
Friend, Neb., June 19.—Prospects fine for wheat. Oats need rain. Corn is doing fine.—Acme Mill & Elevator Co.

Smithfield, Neb., June 22.—Wheat looks very promising. Expect a larger yield than in 1919.—Frank M. Waln, agt. Bodman McConaughy Co.

Bloomfield, Neb., June 23.—Crops do not look up to former years. Have had a lot of rain and the weather stays cool.—H. F. Cunningham.

## Chicago Futures

Opening, high, low and close on corn and oats for the July delivery at Chicago for two weeks past are given on the chart herewith.



Stromburg, Neb., June 21.—Wheat and oats are looking fine. Corn is about two weeks late. We need warm weather and rain.—Wright Leet Grain Co.

Mullen, Neb., June 21.—Rye and oats look fine. Too much rain and too cold for the corn to do very well, but it has a good stand.—Farmers Union Co-op. Ass'n.

Ceresco, Neb., June 20.—Prospects bright for a bumper winter wheat crop. It has a good stand and from 25 to 40 grains to the head.—Gus Bruggen, agt. Latta Grain Co.

Helvey, Neb., June 20.—Growing wheat looks fine at present. Harvest about July 1. Oats and corn are not so favorable.—C. A. Helvey, mgr. Helvey Farmers Elevator Co.

Schuyler, Neb., June 20.—Wheat is looking good. Oats are heading and short. Corn a little backward, but with warm weather will catch up.—Farmers Grain Co.

Lodge Pole, Neb., June 18.—Condition of growing wheat 90%. Two days of rain last week came just when it was needed.—Farmers Union Co-op. Grain & Stock Ass'n.

Kenesaw, Neb., June 18.—Wheat crop looks good considering the sand storm and the wheat being blown out at the time. Corn is from 2 to 3 weeks late.—Kenesaw Mill & Elevator Co.

Monroe, Neb., June 20.—Crop conditions good. Wheat acreage is below normal. Corn is a little backward owing to wet weather and late planting.—M. Nelson, mgr. T. B. Hord Grain Co.

Lodge Pole, Neb., June 22.—Condition of winter wheat, 90%; condition of corn, 100%. General rains over Cheyenne County the past week assures wheat crop.—A. R. Jamison, mgr. Farmers Union Co-op. Grain & Stock Ass'n.

Arcadia, Neb., June 18.—Small grain crop is short this year because of the dry weather last fall making it too dry for plowing and sowing. Plenty of moisture at present. Has been almost too cool for corn.—R. R. Clark.

Cedar Bluffs, Neb.—Wheat, oats and corn look about 80% normal. Corn is about 10 days late. Wheat and oats from a week to 10 days late for harvest. Weather has been too dry for oats. We need rain and warm weather.—Farmers Union Co-op. Ass'n.

Hallam, Neb., June 21.—Wheat looks good, but needs rain. Oats will be a light crop if we do not have rain. Corn late and considerable has been replanted because of cutworm. Alfalfa hay was a good crop the first time.—J. G. Schwartz, mgr. Farmers Grain & Lumber Co.

Doniphan, Neb., June 20.—Wheat cutting will begin about July 4. Looks like a good yield at present. Oats will be short if we do not get rain this week. They will hardly be worth cutting. Corn has a good stand and is in good condition. First alfalfa crop is good. We sure need rain now.—Hall Grain Co.

## NEW MEXICO.

Clovis, N. M., June 21.—Wheat harvest in this section will start about June 25th. Average crop over the county will be about 60% of last year. Condition of spring crops is about 75% normal. Heavy rains have fallen during the past two weeks. Hall has caused considerable damage in some localities.—Robert Stone, Lester Stone & Co.

## OHIO.

Pemberton, O., June 11.—Wheat and corn look fair. Oats and grass very short. We are badly in need of rain.—L. E. Vesper, Pemberton Farmers Exchange Co.

## OKLAHOMA.

Buffalo, Okla., June 21.—Wheat is filling well. It has rained nearly every day for a week.—H. L. Street.

Sentinel, Okla., June 19.—We have a very large acreage of very fine wheat and cutting is well under way.—Farmers Co-op. Ass'n.

Indianapolis, Okla., June 18.—Nearly all wheat in shock. High wind yesterday evening blew down most of the wheat shocks. Oats are flat on the ground. Considerable damage.—B. E. Dillon.

Oklahoma City, Okla.—Winter wheat production will approximate 35,000,000 bus. Seldom does a crop enter a winter in fair condition as it did this season and then make a wonderful improvement late in the spring. Oats acreage has decreased 6%. Condition has improved considerably during the past month. Barley harvest has begun. Looks like a large production.—Oklahoma Crop Reporting Service.

## SOUTH DAKOTA.

Alpena, S. D., June 17.—Crops in this locality are looking more favorable than they did 30 days ago. Have had plenty of moisture.—Mason Smith.

## TEXAS.

Fort Worth, Tex., June 19.—Conditions of oats and wheat somewhat improved during the last 30 days. It is considered that we are going to have considerably more wheat and oats than was once figured. A conservative estimate for wheat, I think, now will be 15,000,000 bus., possibly more, and it appears from later reports that we will have something like 35,000,000 bus. of oats.—H. B. Dorsey, sec'y, Texas Grain Dealers Ass'n.

## VIRGINIA.

Riverton, Va., June 10.—Wheat crop condition only fair.—C. E. Sheahan, mgr., Shenandoah Milling Co.

## WASHINGTON.

Toppenish, Wash., June 18.—Crops in this section are about the average.—J. S. Ferguson, vice-pres., Preston Grain & Milling Co.

Seattle, Wash., June 17.—Crop prospects are very good. This locality has been favored with opportune rains during the past few weeks.—Gordan C. Shaw.

WHEN all British shipping is set free again, the owners will be set the task of their lives. Everything is upside down, and it will be a long time before the homeward freight markets settle down to anything like ordered routine again. The matter of tonnage is so largely wrapped up in the food supply, and the outward coal position is in such a peculiar condition that it would be folly to try to imagine what will happen when, in the freed markets, rates are settled by the law of supply and demand instead of remaining fixed no matter what happens. A lot of the newcomers among the shipowners have bought tonnage at very high prices and any sudden fall in rates would probably prove their ruin or at least cause them serious apprehension. There are two factors which must not be overlooked in considering the future of freights. One is the continuance of the Excess Profits Duty and the other the deplorable state of the British coal trade.—London Corn Circular.

HAVE you received your "Z" puzzle from J. F. Zahm & Co.? J. F. Zahm & Co. are putting out something new in the novelty line, consisting of a five-piece cardboard Chinese puzzle. The only fault is that they tell how to solve the trick.

FIFTY THOUSAND men will be needed to help in the Kansas harvest, reports Chas. Weeks, sec'y of the Kansas State Farm Bureau.

## Daily Closing Prices.

The daily closing prices for oats and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY OATS.													
	June 10	June 11	June 12	June 13	June 14	June 15	June 16	June 17	June 18	June 19	June 20	June 21	June 22	June 23
Chicago	102½	104½	101¾	102½	103¾	103¾	102½	104	104½	105	103¾	104	103	103
Minneapolis	96½	97½	95¾	96¾	98¾	98¾	98¾	95¾	97	97½	98	96½	98¾	97½
St. Louis	102	103¾	100¾	102½	104¾	104¾	104¾	102½	104½	105	105½	103¾	104½	104½
Kansas City	102¾	104½	101¾	103½	104¾	104¾	104¾	103¾	104½	105½	105½	104	105	104½
Milwaukee	102¾	104½	102½	102¾	104	103¾	102¾	104½	105	105½	103¾	104	103½	103½
Winnipeg	126½	126	129	132	132	131	128	128	128	128½	126½	126	122¾	122¾
	JULY CORN.													
	June 10	June 11	June 12	June 13	June 14	June 15	June 16	June 17	June 18	June 19	June 20	June 21	June 22	June 23
Chicago	174½	174½	171¾	174½	177¾	178¾	177¾	179½	181	182½	179	180¾	176¾	176¾
St. Louis	175½	175½	172¾	175¾	178¾	179¾	178¾	179¾	182	183½	179¾	182	176¾	176¾
Kansas City	169¾	169¾	166¾	169¾	172¾	172¾	171¾	173¾	175	176¾	173¾	174¾	170¾	170¾
Milwaukee	174¾	174¾	171¾	174	177½	179	177½	179½	181	182½	179½	180¾	176¾	176¾



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### CANADA.

Winnipeg, Man., June 12.—Old crop still to move on June 7 in Alberta, Manitoba and Saskatchewan is estimated as follows: wheat, in store at country points, 4,265,000 bus., in farmers' hands, 2,500,000 bus.; oats, in store at country points, 2,292,000 bus., in farmers' hands, 2,225,000 bus.; barley, in store at country points, 846,000 bus. (no estimate made on the amount still on farms).—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

Ft. William, Ont., June 10.—Receipts at this market during May were: Wheat, 4,417,976 bus.; corn, 35,395 bus.; oats, 2,344,356 bus.; rye, 57,533 bus.; barley, 315,966 bus.; mixed grain, 1,029,982 bus.; compared with receipts during May, 1919, of wheat, 4,285,151 bus.; corn, none; oats, 1,627,382 bus.; rye, 27,933 bus.; barley, 876,281 bus.; and mixed grain, 1,296,436 bus. Shipments from Ft. William during May amounted to: Wheat, 10,063,020 bus.; corn, 36,535 bus.; oats, 5,559,203 bus.; rye, 288,702 bus.; barley, 1,384,250 bus.; and mixed grain, 1,404,943 bus.; compared with shipments during May, 1919, of wheat, 23,318,618 bus.; corn, none; oats, 2,095,158 bus.; rye, 135,715 bus.; barley, 3,255,686 bus.; mixed grain, 1,198,134 bus.—C. Birkett, sec'y, Ft. William and Port Arthur Grain Exchanges.

### COLORADO.

Daily, Colo., June 10.—Old wheat about all moved in this territory. Growing wheat will begin to move in about forty days.—H. E. Combs, Longmont Farmers Milling & Elevator Co.

### ILLINOIS.

Woodhull, Ill., June 11.—Oats are about all sold. Some corn still in farmers' cribs. Have had no cars to move corn. Only received one car in the last 10 days.—I. R. Titus, mgr., Woodhull Grain Elevator Co.

### IOWA.

Gaza, Ia.—Crops are looking fine and farmers are well caught up with their work.—J. A. De Vries.

Rudd, Ia., June 16.—Cars are hard to get. Little grain moving now.—Alvin Schultz, mgr., Farmers Exchange.

Steamboat Rock, Ia., June 21.—Oats are about all moved from here, but there is still considerable old corn to move. Car situation has been worse the past 2 or 3 months than it has been in 30 days. Our elevators are full.—George Potgeter.

### KANSAS.

Healy, Kan., June 13.—The box car situation is as of old. Cars are still hard to get.—A. F. Keikhoff, mgr., Healy Co-op. Elvtr. Co.

Hugoton, Kan., June 10.—We have had 5 cars since May. Thirty thousand bus. maize and kafir yet to move from here.—Meadow Co-op. Equity Exchange.

Aurora, Kan., June 10.—Our elevators are full and there is some wheat still in the farmers' hands. No relief is in sight for cars.—A. B. Wright, mgr., Aurora Grain & Coal Co.

### MINNESOTA.

Minneapolis, Minn., June 16.—The car situation from a country elevator standpoint is unsatisfactory. This is the season of the year when these companies are endeavoring to make a cut-off and ship out their grain, but are unable to obtain a sufficient number of cars to do so.—Van Dusen-Harrington Co.

### NEBRASKA.

West Point, Neb., June 23.—Crop prospects in this locality are good.—Farmers Co-op. Co.

Nelson, Neb., June 23.—Wheat looks fine here this season.—Jenson & Sons Milling & Grain Co.

Friend, Neb., June 19.—Elevators are all full and no cars are in sight. Some wheat still in farmers hands.—Acme Mill & Elevator Co.

Holstein, Neb., June 2.—We need cars to move our old crop.—Walter Nelson, Mgr. Holstein Co-op. Ass'n.

Bladen, Neb., June 15.—No oats, barley or rye are shipped from here.—Chas. Wood, agt., C. B. Seldomridge.

Millerton, Neb., June 21.—We have about four cars of grain still in the house.—J. C. Close, mgr. Millerton Farmers Grain Co.

Republican City, Neb., June 21.—We had a terrible hail storm yesterday which caused considerable damage. Impossible to estimate the damage.—S. J. Tittman, agt. Central Granaries Co.

Hay Springs, Neb., June 21.—This section is subject to droughts. This year we have had more rain than any year in the last 35 years. Old settlers claim all the growing crops look fine.—Charles Sackett.

Springfield, Neb., June 21.—Grain movement is rotten. Had two cars in April and May and one car this month. It seems the Missouri Pacific has no cars at all. It takes lots of grit to be in the grain business.—William Mueller & Son.

Daykin, Neb., June 21.—Some dealers are kicking because they receive cars a week or 10 days apart. I did not have a car from May 14 to June 16. I believe there are 20 carloads of old crop yet to move in this vicinity. We are on the Burlington.—Daykin Grain & Supply Co.

Omaha, Neb.—Receipts at this market during May were: Wheat, 1,496,400 bus.; corn, 1,507,800 bus.; oats, 1,140,000 bus.; barley, 39,600 bus.; compared with receipts during May, 1919, of wheat, 266,000 bus.; corn, 1,670,200 bus.; oats, 1,418,000 bus.; rye, 103,400 bus.; and barley, 165,600 bus. Shipments during May were as follows: Wheat, 1,651,000 bus.; corn, 1,754,200 bus.; oats, 1,180,000 bus.; rye, 52,800 bus.; barley, 37,800 bus.; compared with shipments in May, 1919, of wheat, 458,000 bus.; corn, 1,736,000 bus.; oats, 1,626,000 bus.; rye, 90,200 bus.; and barley, 225,000 bus.—F. P. Manchester, sec'y, Grain Exchange.

### NEW MEXICO.

Clovis, N. M., June 21.—Car shortage is awful. Lots of old grain still to be shipped.—Lane & Sons Grain Co.

Clovis, N. M., June 21.—About 10% of the kafir and milo maize in this section is still in the farmers hands. Not over 5% of the old wheat crop is still held by farmers.—Robert Stone, Lester Stone & Co.

### OKLAHOMA.

Oklahoma City, Okla.—Farmers are making an effort to provide storage for the crop now almost ready for harvest as the outlook for cars is far from encouraging.—Oklahoma Crop Reporting Service.

### TEXAS.

Mullin, Tex., June 16.—Grain will be moving in a few days.—W. Mosier, Randolph & Hester.

Galveston, Tex., June 17.—Today there are 1800 cars of wheat on Galveston Island to be unloaded, 900 less than on May 24. In the meantime 1700 cars have been received under the permit system. Three vessels are lifting grain today and three additional steamers are in port awaiting to be berthed at the elevators, therefore, you will readily see the situation has improved considerably during the past several weeks. To date 276 cars of wheat have been diverted to Texas City and at this time we have succeeded in unloading 300,000 bus. into our elevator. Steamer "Mt. Evans" is in port today and will load 150,000 bus. If information just received is correct 150 additional cars will be diverted to Texas City.—T. R. Hancock, Traffic Mgr., Texas City Terminal Co.

### VIRGINIA.

Riverton, Va., June 10.—All old wheat crop has been marketed.—C. E. Sheahan, mgr. Shenandoah Milling Co.

## Expect to Lift Galveston Embargo July 1st.

GALVESTON, TEX., June 18.—1,700 cars on track containing 2,125,000 bus. In elevators 1,866,403 bus. Available space in elevators for 8,500,000 bus. additional. Eight boats in port taking 1,250,000 bus. Have taken over Star Flour Mills elevator. Expect to lift embargo against grain shipments to Galveston by July first, possibly earlier.—Galveston Comm'l Ass'n.

## Coming Conventions.

June 29.—Indiana Grain Dealers' Ass'n at Indianapolis, Ind.

June 30 and July 1.—Ohio Grain Dealers Ass'n at Cedar Point, O.

July 7, 8, 9. Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 9, 10. Colorado Grain Dealers, at Denver, Colo.

July 13, 14, 15. National Hay Ass'n at Cincinnati, O.

Oct. 11, 12 and 13. Grain Dealers National Ass'n at Minneapolis, Minn.

## Future Trading Conference July 6.

At Chicago July 6 the sixteen representatives of the eight grain exchanges will meet in response to a call by L. F. Gates, pres. of the Chicago Board of Trade, to discuss plans for the reopening of trading in wheat futures.

Cash grain handlers are eager to have an opportunity to hedge their holdings as the new crop comes on; and the Washington authorities are favorably disposed toward the resumption of future trading, as was apparent at the conference June 17 between Governor Harding of the Federal Reserve Bank, E. T. Meredith, sec'y of agriculture; Attorney-General Palmer and others.

KILLING grasshopper eggs with an asphalt roaster is the practice in Melita, Manitoba. The asphalt roaster is like those used for heating old city pavements.

THE GERMAN food shortage was the cause of the diversion of a 15,000-ton wheat shipment to Germany while in transit from France to England.

## Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.	Corn.	Oats.
'19-20. '18-19. '19-20. '18-19. '19-20. '18-19.			
July 5.....	1,504	539	20
July 12.....	3,851	382	23
July 19.....	3,393	144	93
July 26.....	1,112	413	45
Aug. 2.....	3,067	543	9
Aug. 9.....	3,651	1,419	74
Aug. 16.....	2,620	1,809	44
Aug. 23.....	4,445	3,504	67
Aug. 30.....	6,072	2,938	264
Sept. 6.....	3,848	3,452	118
Sept. 13.....	7,475	3,739	42
Sept. 20.....	6,343	4,409	148
Sept. 27.....	4,690	5,088	29
Oct. 4.....	5,917	5,532	33
Oct. 11.....	2,485	4,078	28
Oct. 18.....	2,830	4,200	18
Oct. 25.....	2,920	4,143	9
Nov. 1.....	2,458	2,513	10
Nov. 8.....	3,856	4,117	23
Nov. 15.....	5,994	3,471	69
Nov. 22.....	4,629	4,005	21
Nov. 29.....	6,226	10,900	39
Dec. 6.....	3,781	7,900	16
Dec. 13.....	3,674	7,740	16
Dec. 20.....	4,635	3,674	10
Dec. 27.....	2,522	4,765	25
Jan. 3.....	5,161	3,600	46
Jan. 10.....	4,854	4,404	62
Jan. 17.....	3,650	5,013	106
Jan. 24.....	1,980	3,661	188
Jan. 31.....	1,992	1,884	84
Feb. 7.....	1,374	2,947	234
Feb. 14.....	2,018	5,654	207
Feb. 21.....	1,932	3,209	138
Feb. 28.....	867	3,914	145
Mar. 6.....	2,324	1,543	368
Mar. 13.....	2,107	2,152	50
Mar. 20.....	1,644	3,846	43
Mar. 27.....	2,613	6,278	154
Apr. 3.....	3,239	5,172	37
Apr. 10.....	1,616	5,765	116
Apr. 17.....	2,306	6,326	106
Apr. 24.....	1,242	7,401	149
May 1.....	1,127	5,865	98
May 8.....	1,514	7,512	36
May 15.....	2,134	7,984	53
May 22.....	3,425	4,144	29
May 29.....	2,527	4,228	7
June 5.....	3,215	7,824	7
June 12.....	3,629	6,079	70
June 19.....	3,067	5,945	53

Total since July 1.164,689 218,443 3,879 8,566 25,954 100,074



## Revocation of License May Be Enjoined.

Under the Food Control Act those charged with the administration of the Act were empowered to revoke licenses, and heavy fines were prescribed for those who continued to do business after such government official had cancelled the license.

This procedure amounted to trial for crime without judge and jury and is repugnant to our American form of government. It is just like the Russian soviet system of judge, jury and executioner all in one, that has condemned so many unfortunates to summary death.

Only two grain dealers, one in Texas and one in Illinois, had the temerity to go into court to question the validity of this Act, and those cases were dropped before trial; so that the first and only precedent yet available is that decided April 13, 1920, by the U. S. District Court for the Northern District of Illinois.

The court made permanent an injunction restraining the government from cancelling the license of Earl H. Kuenster as a live stock commission merchant. Judge Sanborn, who enjoys a high reputation as a jurist, said:

The Food Control Act made the live stock commission business at the Chicago stock yards unlawful unless licensed by the Secretary of Agriculture. There is nothing in the statute, the presidential proclamation, or the rules and regulations expressly making the license revocable; but these stock yards licenses themselves expressly provide that each one is subject to revocation for violation by the licensee of any provision of the statute or regulations. The power to revoke is of course implied. Plaintiff admits the reservation is valid.

The question, then, is whether the licensees have violated the statute, or the regulations referred to in section 5 thereof. Section 4 provides:

"It is made unlawful for any person willfully \* \* \* to engage in any discriminatory and unfair, or any deceptive or wasteful, practice or device, or to make any unjust and unreasonable rate or charge in handling or dealing in or with any necessities." Comp. St. Ann. Supp. 1919, § 3115½ff.

There is no evidence of any kind in the record of any willful violation of the statute or regulations. The finding of Secretary Meredith does not so decide. It reads thus:

"Upon consideration of all the evidence in this case, and in the exercise of the authority conferred upon me pursuant to said act, proclamation, and the regulations of the President governing licensees thereunder, dated July 26, 1918, I hereby find that since the date of the issuance of said license, in carrying on your business as a commission man thereunder, you exacted from persons who consigned live stock to you for sale, on account of feed procured and furnished by you to such live stock, the sum of \$2,525.60 in excess of the cost of such feed to you; that in handling such feed account for such customers you were acting only as their agent, and did not disclose to them the fact

that you were exacting such overcharges; and that by reason of such conduct you have been guilty of making an unjust charge, in violation of section 4 of said Act of August 10, 1917, and of section 7 of regulation 3 of said Regulations.

"Done in duplicate in the District of Columbia on the 19th of March, 1920.

The supplemental bill alleges that plaintiff has conducted his business under the license in all respects according to law; that while there is a charge to his customers on his books for feed charged to them from July, 1918, to June, 1919, for \$2,525.60 more than the amount paid by him for such feed, yet—

"that it is and has been impossible, owing to the methods of doing business which have existed for many years, and which are known to and acquiesced in by the shippers and customers of your orator, to determine to whom such money thus showing as a credit upon the books actually belongs."

"That neither the President, the Secretary of Agriculture, nor any of the subordinates charged with the enforcement of the aforesaid act of Congress have at any time found or intimated that your orator is guilty of any moral turpitude in his aforesaid dealings with his customers or in the accumulation of the aforesaid credit in the aforesaid feed account."

"Your orator alleges that the evidence produced before and considered by said Secretary of Agriculture shows that the moneys accumulated as a credit in your orator's feed account were not the result of any unjust charge or practice, but were due unavoidably to the method of purchasing and disposing of hay and feed in the Union Stock Yards, as fully described in said original bill of complaint, and were not accumulated by virtue of any intentional overcharge by your orator against his customers, or any of them."

Since the Sec'y's decision does not show the violation of either the statute or the regulation to have been a willful one no violation appears, no ground for revocation.

The suit is not one against the United States, but to restrain the ultra vires acting of its officer.

Nor is this a suit to restrain criminal proceedings. There is no adequate remedy at law. The Sec'y has done nothing, but only make a threat. Defendants make no suggestion of any specific legal remedy. Irreparable injury would result from the revocation of the license. This is so obvious as to require no further statement. —284 Fed. Rep. 243.

## Increasing Capacity of Elevator Legs.

TO INCREASE the capacity of small legs, we would suggest the use of V-shaped buckets run at a moderate speed. They will discharge when bolted close together instead of being spaced 12 or 14 inches apart.—F. W. McDougall Construction Co.

By INSTALLING an improved boot we can add one-third to the elevating capacity of an old leg, and by changing both the boot and the cups, we can in nearly every instance double the capacity.—White Star Co.

OUR SUGGESTION for increasing elevator capacity of old legs would be to equip elevator with V-shaped high speed buckets and increase the revolutions of head pulley about five revolutions. V-shaped buckets can be placed 10" on belt.—Birchard Construction Co.

POSTMASTER-GENERAL BURLESON on May 4 asked Congress for immediate appropriation of \$14,005,565, to liquidate the affairs of the federal wire administration. Operation of the telegraf and telephone companies during the war cost the government this amount, according to Burleson, who said further that no loss would have been suffered by the government had it retained operation of the lines a few months longer, or had rate increases not been temporarily halted by court injunctions.

THE OFFICIAL FIGURES for the wheat crop of Spain for 1919, announced by the Department of Agriculture, are much more favorable than the estimates made by El Norte de Castilla de Valladolid, the private organization that collects information on this subject. For the crops of the years 1915-1919, the estimates of the Department of Agriculture, in metric tons, are 3,791,102 for 1915; 4,145,751 for 1916; 3,883,000 for 1917; 3,693,428 for 1918; and 3,517,649 for 1919; in comparison with the estimates of Norte de Castilla for the same period, 4,317,794 for 1915; 4,231,043 for 1916; 3,404,802 for 1917; 2,929,372 for 1918; 2,630,620 for 1919.

## Ohio Dealers to Hold Forty-first Annual Meeting.

The Ohio Grain Dealers Ass'n will hold its forty-first annual meeting at Cedar Point, Ohio, on Wednesday and Thursday, June 30th and July 1st.

The program, besides reports by ass'n officers, will include addresses by pres. P. E. Goodrich and sec'y Charles Quinn of the Grain Dealers National Ass'n; Henry L. Goemann, Mansfield, O.; R. T. Miles, Chicago, Ill.; V. E. Butler, Minneapolis, Minn.; and C. E. Eikenberry, former pres. of the G. D. N. A.

## Colorado Dealers to Meet.

The Colorado grain dealers will hold their fifth annual convention at Denver July 9 and 10.

This will be a big get-together meeting of Western grain dealers.

Prominent men of the grain trade will give out valuable information relative to the handling of grain on the new crop, etc.

The advisability of forming a permanent organization will also be discussed.

The Denver dealers are planning to show the visitors and their families a general good time, including a picnic in the mountains.

A large attendance is expected from Colorado, Wyoming, New Mexico, Western Kansas, and Western Nebraska.

## North Dakota Grain Act Valid.

Judge Amidon, in the United States District Court at Fargo, N. D., June 21, dismissed the suit of the Farmers Grain Co., of Embden, N. D., attacking the constitutionality of the North Dakota grain grading law enacted by the non-partisan league legislature in 1919.

The order of court dissolves the temporary injunction granted in April by the U. S. Circuit Court of Appeals at St. Paul, Minn.

Judge Amidon said that as the law was not in conflict with the U. S. Grain Standards Act it was constitutional.

## Program Indiana Meeting.

The Mid-summer Meeting of the Indiana Grain Dealers Ass'n will be held in Indianapolis June 29, 1920, 10 a. m.

The meeting will be called to order by President, H. W. Reimann, Shelbyville, Ind. Remarks and appointment of committees.

Following each address a reasonable time will be allowed for questions and discussion.

Experience in and method for treatment of seed wheat by the Hot Water process to prevent spread of Smut—Russell G. East, County Agri. Agent, Shelbyville; Ind.

Importance of planting correct varieties of wheat and methods of securing seed—W. A. Ostrander, Associate in Soils and Crops, Purdue Agri. Extension Department.

General Financial Conditions and Outlook—Andrew Smith, Sec'y, Indiana Bankers Ass'n.

General Business Conditions and Prospects for the Grain Trade—A. E. Reynolds, Crawfordsville, Ind.

Anti-Paternalism and its relation to the Co-Operative Movement—Fred G. Horner, President of Illinois Grain Dealers Ass'n, Lawrenceville, Ill.

Grain Exchanges and Future Trading in Wheat—Leslie F. Gates, Pres. Board of Trade, Chicago.

Auditing of Grain Dealers' Books, and its importance—V. E. Butler, Director of Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind.

The Grain Trade in the War. Did it make good and what of its present status relative to Government obligations and Agencies—Charles Quinn, Sec'y, Grain Dealers National Ass'n, Toledo.

Report of Committees.

Adjournment.

Evening entertainment at 6:30 o'clock.

## Our Callers

N. Ash, Pittswood, Ill.  
E. H. Lühring, Sheldon, Ill.  
Wm. Dahl, La Crosse, Ind.  
Dick O'Bannon, Claremore, Okla.  
Perry N. Allin, Allin Grain Co., Coffeyville, Kan.  
H. H. Potter, mgr., Farmers Elvtr. Co., Rensselaer, Ind.  
J. W. T. Duvel, U. S. Grain Corporation, New York, N. Y.  
W. L. Richeson of W. L. Richeson Co., Inc., New Orleans, La.  
J. Q. Markin, representing the C. O. Bartlett & Snow Co., Cleveland.  
L. C. Kavanaugh, general manager, National Brokerage Co., Memphis, Tenn.  
J. J. Fitzgerald, Grain Dealers Fire Insurance Co., Indianapolis, Ind.  
C. O. Garver, Grain Dealers Fire Insurance Co., Columbus, O.  
W. K. McKinney, Stanford & McKinney, Mobile, Ala.  
P. F. McAllister, Ballinger & McAllister, Bloomington, Ill.  
C. W. Hoyt, mgr. grain dept. Kaw Milling Co., Topeka, Kan.



# Correcting Fire Hazards of Elevator Legs

From a Paper by Thos. D. Hall Read Before the Annual Meeting of the Mutual Fire Insurance Field Men's Ass'n.

There are some self-evident facts which if agreed upon, would simplify the problem of the student of fire hazards. First, all fires originating in elevator legs are caused by friction, not spontaneous combustion.

Aside from accidents such as belt breaking, or slipping to the side, or from a pulley, which may occur in the use of any machinery, there are but two causes of friction sufficient to start a fire in an elevator leg. There are but three places where these fires can occur. These three places are first, in the bearings of the boot shaft; second, in the bearings of the head shaft; and third, by the slipping of the cup belt on the head pulley. The boot shaft and its bearings could safely be eliminated as one of these places, leaving but two, the head shaft and the head pulley.

When the head shaft revolves the belt revolves the boot shaft, and friction arises between both shafts and their boxes. But shafts running in boxes are problems which confront every engineer, every day, and in almost every mechanical proposition. It is one of the commonest, the simplest and the safest of mechanical contrivances.

THE HEAD SHAFT of a country elevator runs approximately thirty revolutions per minute. The same size shaft can be made to run with perfect safety, with perfect immunity from heating, at thirty hundred revolutions per minute. It is in vain to contend that the head shaft in an elevator leg can not be made to run continuously year in and year out without heating. All that is needed is to use well-known appliances.

I offer one suggestion, viz., that the downward pressure on the head shaft boxes be equalized. If there are but two bearings, and the driving pulley should be attached to the overhanging end of the shaft it overloads the bearing next to this driving pulley. If but two boxes only are to be used, they should be placed on either end of the shaft, leaving the driving pulley and the cup pulley between them—each box thereby carrying equal weight. A better plan is to have three boxes, ball and socket bearing, ring or chain oiling; the middle box adjustable to this alignment of the shaft.

A new head shaft drive is now being constructed on the reduction gear principle. It includes head shaft, counter shaft and a holding clutch, all enclosed in an iron casing filled with oil and balanced.

THE BOOT PULLEY is an idler. When the cups on the belt are fully loaded, the belt stretches, sags and leaves this pulley. The shaft would not even revolve were it not for the pressure of the grain against the belt, on the front side of the leg. There is, therefore, very little friction between the boot shaft and its bearings. Nevertheless, as these bearings are usually in an out-of-the-way place, it is good practice to make sure that no heat can occur in them.

A simple box designed for this purpose is not patented, perfectly effectual, and cheap. It is of the ball and socket design and ring oiling, with a closed outer end. The inner end of the box is also closed oil tight with asbestos packing. Oil can not leave, nor dust enter this box. The shaft is continuously revolving in a bath of oil and needs but little or no attention for months at a time. Your attention is called to a terminal elevator in Omaha that has had six of these boxes in continual use for over ten years without a moment's trouble. There is no more danger in them of friction sufficient to cause ignition than there is in a wagon wheel and axle to an ox cart.

So much for friction caused by revolving shafts. This friction is so easily made safe that discussion on this point is unnecessary.

SLIPPAGE: The remaining and the principal cause of friction is slippage of the cup belt on the head pulley. This is admittedly a serious matter. Possibly it is the only cause of fires that originate in elevator legs. But paradoxical as it may appear (unlike revolving shafts where friction can not be averted) it is an instance where friction can be absolutely prevented. When this is done, all friction problems are solved.

The cause of slippage of the cup belt on the head pulley is the locking, or the overloading, of the belt. This locking (or choking) and this overloading, is due entirely to faulty design. No leg should be used with these conditions threatening safety.

Chokes are due to several causes. For instance, when a bin is filled, the grain backs up in the bin tube and fills the distributing spout. It then overflows down the back leg causing a choke and LOCKS the cup belt, while the head pulley continues to revolve. Fire, in such cases, is started instantly at the head pulley, and continues to burn as long as the head pulley revolves. This fire may, or may not ignite the leg and destroy the building. But the fire is certainly started in every instance when this enormous friction occurs.

A simple over-flow opening between the bin and the elevator leg will release this backing-up grain, and drop it away from the back legs removing this serious cause of friction. This opening can always be depended upon to prevent a choke.

Accumulated grain in the boot of the back leg is a dangerous factor. If it should pile up as high as the center of the boot pulley, the inverted cups coming down upon this pile of grain are as effectually stopped from continuing their journey as if they struck a pile of brick and mortar. If grain on both sides of the boot pulley (front and back) should be piled up as high as the center of the pulley, no amount of down pressure on one side can force the accumulated grain up the other.

IT IS A BAD PRACTICE to feed grain into the rear of a leg. It is often so convenient that the practice is generally followed. If the spout leading to the boot on the rear side is placed low down and is made as wide as the boot itself, and not over five or six inches in depth, it can be so arranged that grain can not accumulate behind the pulley of sufficient height to cause a choke.

Chokes occur on the front side of a leg as well as the back side, unless provision is made to prevent them. Some legs quite extensively in use can not be choked with small grain or shelled corn. Contractors of these non-chokable elevators include in their contracts a guarantee in force forever, against choking with small grain or shelled corn. This guarantee, it will be observed, is the equivalent of guaranteeing that leg forever against slippage of the cup belt on the head pulley, or against a fire originating in a leg. A fire has never originated (so far as known) in these legs. A fire never can, for obvious reasons, originate in them.

Foreign substances such as plow shares, pieces of scantling, monkey wrenches, etc., can be prevented from entering the boot by simply placing a coarse grating over the receiving dump. Therefore friction caused by the slipping of the cup belt on the head pulley can be prevented by using a properly designed leg.

COVERING THE HEAD PULLEY with rubber lagging. A non-chokable leg is value-

less in preventing the slipping of the cup belt on the head pulley, if the leg itself is not otherwise properly equipped. If an ordinary boot is used (I mean a boot that at any moment is liable to choke) it may be advisable to use a smooth surfaced head pulley without a rubber covering. Because when a choke occurs, the cup belt is certain to slip on the head pulley regardless of the covering. It is much safer if this slippage occurs on a smooth pulley than on a rubber covered pulley, because the covering intensifies the friction beyond calculation.

However, it is mathematically demonstrable that a smooth surface head pulley (regardless of its size and speed) has not the frictional power to lift fully loaded cups over 50 feet high, provided that these cups are placed close together on the belt. When the first loaded cup on such equipment reaches nearly 50 feet the belt slips from overload. If the head shaft is 75 or 100 feet above the boot shaft, there will be more or less belt slippage on that head pulley, every moment it is in operation with a load. The only remedy for this slippage when using a smooth covered head pulley is to reduce the load, either by placing the cups further apart, or by partly filling them. (The latter remedy is the usual practice.) But such a remedy decreases the efficiency and capacity of the leg.

With a non-chokable leg, which prevents the cup belt from ever choking or locking, a rubber covered head pulley should always be used, because it increases the power of the pulley enabling it to lift the full load. As the belt will never slip, no danger from fire can arise. A rubber lagged head pulley can not be overloaded with grain in ordinary cups even tho the leg be 150 feet high. Consequently the cup belt never slips in a non-chokable leg. If such equipment will run without slipping for one hour or one day, it will so run for all hours and all days indefinitely.

A few hundred dollars judiciously expended in elevator leg construction will save hundreds, perhaps thousands of dollars worth of elevator property from burning.

## Program of the Tri-State Country Grain Shippers Ass'n.

The 3rd annual convention of the Tri-State Country Grain Shippers Ass'n will be held in the West Hotel at Minneapolis, Minn., Wednesday, Thursday and Friday, July 7, 8 and 9. The following tentative program has been arranged:

### WEDNESDAY, JULY 7, 2 P. M.

Call to order by the President.  
Address of welcome by the mayor of Minneapolis.  
Response by A. E. Anderson, pres.  
Address: "The Car Situation."—W. C. Kendall, chairman Commission on Car Service, American Railroad Ass'n.  
Address: "The Federal Reserve Bank and the Credit System of the Northwest."—C. L. Mosher, Minneapolis Federal Reserve Bank.  
Appointment of Com'ites.

### THURSDAY, JULY 8, 2 P. M.

Address: "Importance of Terminal Markets to the Country Shipper."—Wm. Dalrymple, pres. Minneapolis Chamber of Commerce.  
Address: "Hedging."—L. F. Gates, pres. Chicago Board of Trade.  
Address: "Problems Involved in Marketing the 1920 Crop."—F. B. Wells, Com'ite Grain Producers, Millers and Allied Trade.

### THURSDAY EVENING.

Thursday evening will be devoted to a banquet, speeches and entertainment features provided by the Minneapolis Chamber of Commerce.

### FRIDAY, JULY 9, 2 P. M.

Address: "What the Railroads of the Northwest are doing to take care of Grain Shipments."—W. T. Tyler, vice-pres. N. P. R.  
Address: "Benefits of Ass'n Work."—P. E. Goodrich, pres. Grain Dealers National Ass'n.  
Address: "Benefits of Mutual Insurance."—E. H. Moreland, Luverne, Minn.  
Report of the sec'y.  
Free for all discussions.  
Com'ite reports.  
Election of officers.  
Adjournment.



## New Home of the Cairo Board of Trade.

Cairo grain men saw a dream of years realized Saturday, June 5th, when their new Board of Trade building was thrown open to the public. The building was thronged with visitors who went from office to office on the various floors to inspect the new home of the Cairo grain trade.

In the trading room after the inspection of the building had been completed, President A. W. Lynch of the Board of Trade welcomed the visitors, telling briefly the history of the Board of Trade, and how it had a vision of making Cairo a great grain market. The Cairo Board of Trade was organized in 1889, but it served as a commercial club until 1914, when it became a distinctively grain organization, admitting none but grain men to its membership.

**INSPECTION DEPARTMENT:** As the business grew, and elevator after elevator was built, it was found necessary to establish a grain inspection department. This was accomplished in 1910 under the direction of Chief Inspector W. S. Powell, who at that time organized a new department with two helpers, the inspection department at present having two licensed inspectors as assistants and five samplers. This department is located on the fourth floor, the inspection room having been originally built for the performance of surgical operations, with practically one-half of the windows facing north. It is considered one of the finest rooms for the inspection of grain in the country.

Adjoining the inspection room is a laboratory equipped with six Brown Duvel moisture testers. The inspection department has all the latest improved apparatus for the inspection of grain.

Samples of all in-bound cars are kept on file for fourteen days. Samples of out-bound cars are kept for thirty days. This has been found to be a big advantage to the shipper, who if he has a complaint, can have the sample reviewed.

**THE WEIGHING DEPARTMENT:** All cars are inspected on arrival in the railroad yards. A record is made of the seals and any physical defects. Seals broken by the samplers are replaced with Cairo Board of Trade seals, and a record made of both seals broken and replaced. Cars found without seals are sealed by dept. men. Another inspection of the cars is made when placed on unloading track. This record of seals and physical condition is made by the Deputy Weighmaster. The shipper gets both reports. The Board of Trade has tests made of all scales in use by members three or four times a year. An expert from Fairbanks, Morse & Co., or The Howe Scale Co. making the test with the Board of Trade test weights. Plans are now being made for joint inspection of all cars by the representative of the railroads and Board of Trade to comply with the Interstate Commerce Commission ruling in regard to claims.

**TRAFFIC DEPT.:** Another important branch of the Cairo Board of Trade is the Rate Department of which Ray Williams is traffic manager. All matters regarding rates or traffic rules come under his supervision.

The new quarters of the Cairo Board of Trade are located on Seventh Street between Commercial and Washington Avenue. It is a four story brick and concrete fire-proof building which was formerly the Bondurant hospital. This building was purchased and remodeled into an office building and the Cairo Board of Trade has a home that could not be duplicated for less than \$150,000.

The acquirement and occupancy of this building is only made possible by the volume of business handled by the grain dealers, as Cairo is said to be the largest grain sacking market in the country.

The grain firms located in the building at present are the Magee-Lynch Grain Co., Halliday Elevator Co., H. L. Halliday Milling Co., H. S. Antrim Co., Cairo Grain Commis-

sion Co., James E. Bennett & Co. and Samuel Hastings Co. have a branch office. In addition to the grain firms the Mobile & Ohio Railroad and the Cotton Belt Railroad have offices in the building.

The present officers of the Cairo Board of Trade are A. W. Lynch Pres., Ira Hastings Vice-Pres., W. G. Cunningham Sec'y, Louis H. Block, Treas. Directors are H. S. Antrim, Chas. Cunningham, H. E. Halliday, O. B. Hastings, Ira Hastings, E. G. Pink and John Thistlewood.

## An Easy Error in Decoding Message.

Gerstenberg & Co., Chicago, received a telegram last week offering "beach" barley at an attractive price, but when the word "beach" was decoded Erick Gerstenberg made up his mind that 23-pound barley would hardly bring a sufficiently attractive figure to justify shipping 1,500 miles, so a long message of explanation was drawn up, when a closer study of Robinson disclosed that "beech" in same table of averages means 45 lbs.

Inasmuch as the range of pounds given by this code is limited by ten and seventy-five, it would seem unnecessary to use the same word in different spellings. However, the deal was consummated in plain English, so as to be sure of avoiding 23-pound barley.

New York has bot a cargo of Argentine oats to arrive about July 10.

**COUNCIL BLUFFS, IA.**—The Interstate Feed Co.'s plant was damaged \$1,000 by fire.

## Demurrage Is Not Transportation.

"What is transportation" and "what is not transportation" is the question the poor grain shipper asks himself, who tries to understand the regulations of the Department of Internal Revenue in its application of the Transportation Tax.

The old regulation of this department provides that the amounts paid for storage, if that storage is a part of the transportation, is subject to tax. If after the consignee is notified he does not remove the goods within a reasonable time transportation is considered ended.

Under a new regulation a supplement to the above regulation has been added in which the Internal Revenue Department defines demurrage and its relation to transportation as follows: Demurrage is a charge and a penalty imposed by a railroad company for the detention of its cars and the occupation of its tracks beyond a reasonable time after the arrival of the goods; it is not a part of the transportation and is not subject to tax. A "reasonable time" is held to mean the free time allowed by the carrier under its tariff.

**WINTER WHEAT PROSPECTS** in France on May 1 were reported very good, according to the Ministry of Agriculture. A good grade of wheat covers approximately 8,500,000 acres. On June 5, the government's bill for the control of the rye wheat was introduced in the chamber.



New Home of Cairo Board of Trade.



# Unfair Side Track Leases

The Interstate Commerce Commission, with its greatly enlarged powers, has been appealed to by the National Industrial Traffic League to correct the discriminations in the unreasonable liability clauses inserted in side track leases by the railroad companies. A formal complaint has been filed by Attorneys Borders, Walter, Burchmore & Collin at the instance of the special com'te on railway leases and side track agreements, of which A. W. MacLaren, of Chicago, is chairman.

The complaint follows, in full:

**Complainant is a voluntary organization** whose object, among other things, is to co-operate with the Interstate Commerce Commission, state railroad commissions and transportation companies in securing modification of present laws, regulations and rulings, considered harmful to the free interchange of commerce. Complainant's members are trade and traffic organizations and individual shippers located thruout the United States, and complainant directly or indirectly represents more than 300,000 shippers.

The defendants are common carriers engaged in the transportation of property by railroad between points in various states of the United States, as their routes may run, and as such common carriers said defendants are subject to the Interstate Commerce Act.

The various defendants severally have made numerous contracts or agreements with various and sundry shippers located on their respective lines with reference to the leasing of railroad property and the construction, use and operation of side tracks, spurs or other facilities for the transportation of property in interstate commerce. Among other provisions of such contracts or agreements are those relating to the liability of the parties to such agreement. Defendants have no uniform liability clause applied or enforced in such agreements with lessees of railroad property or owners of side tracks and other facilities, the subject of such agreements.

The side track agreements cover tracks which may or may not be technically described as purely private side tracks. Leases of lands or rights of way in some cases grant rights over side tracks which may or may not be private tracks. The various contracts, agreements or leases of the railroad carriers vary and among them are found provisions exempting defendants from damages to property of shippers and carriers caused by fire from locomotives, and damages to property of others communicated through the premises of the shippers; also exempting the defendants for injuries to employees and personal injuries generally, regardless of whether such fire loss, personal injuries or other damage was due to the negligence of the railroad company, its employees or agents. In some cases the liability clause covers not only the operation of the railroad carrier on the side track, but also on the main line of the carrier in the vicinity. In general, these clauses exempt the railroad carrier from all liability for damages even though caused by the carrier's negligence.

Defendants severally have compelled members of the complainant to accept and sign these contracts or leases containing such liability clauses which seek to exempt the defendants from loss and damage caused by the defendants' negligence, and which agreements violate the Interstate Commerce Act.

**Ground Leases.**—The following liability clauses are quoted as illustrative of the lack of uniformity and the unreasonable and otherwise unlawful character of the agreements relating to the use of leased railroad property:

"The lessee agrees to hold the Railway Company and the Chicago, Burlington & Quincy Railroad Company, its lessor, harmless from all claims, demands, suits, attorneys' fees and expenses, for loss, injury or damage, including loss or damage occasioned by fire set out from the locomotives of the Railway Company, whether caused by the negligence of the Railway Company or otherwise, to the person or property of the lessee, the Railway Company or its employees or of any other persons whomsoever, while on or about the demised premises."

"That the said lessee shall and will save and keep harmless and indemnify the said lessor from and against all claims for damages of whatsoever kind or nature arising in any manner or under any circumstances through the exercise of any right granted or conferred hereby, whether such damage be sustained by the lessee or by other persons or corporations which seek to hold the lessor liable."

"That the Railway Company shall be exempt and released, and the lessee does hereby release said Railway Company from all liability for injury to or destruction of property, whether real or personal, of said lessee, or in which it

shall be interested at any time, situate upon said leased premises or upon any neighboring premises owned or occupied by the lessee, to which fire may have been communicated from the leased premises, which shall be caused by fire or by any other negligent condition or operation of said Railroad Company's railroad, engines or cars, or by reason of any other cause whatsoever."

"It is therefore agreed as one of the material considerations of this lease, without which the same would not be granted, that the lessee assumes all risks of loss, damage or destruction to buildings or contents or to any other property brought upon the leased premises by the lessee, or by any other person with the consent or knowledge of the lessee, without regard to whether such loss be occasioned by fire or sparks from locomotive engines or other causes incident to or arising from the movements of locomotives, trains or cars, misplaced switches or in any respect from the operation of a railway, or to whether such loss or damage be the result of negligence or misconduct of any person in the employ or service of the Railway Company, or of defective appliances, engines or machinery, and the lessee shall save and hold harmless the Railway Company from all such damage, claims and losses."

"The lessee shall save the lessor harmless for all damage by fire to contents of cars loaded by lessee and within one hundred feet of the warehouse, or other buildings of lessee, providing such fire originates in such building or buildings, or originates elsewhere and is communicated through such buildings to cars, notwithstanding the lessor may have issued a shipping receipt for their contents."

"Said lessee assumes all risk of loss, damage or injury, by fire or otherwise, to person or property by reason of the condition of said demised premises or any use of same by lessee hereunder or of the location of same adjoining or near the tracks of said railroad or by reason of the management or operation of said railroad; and releases the said lessor, its successors and assigns, from all claim for such loss, damage or injury sustained by said lessee, or by any agent or employee of said lessee, or by any person whomsoever, whether caused by the negligence of the said lessor, its agent or employee or otherwise. And said lessee agrees to indemnify and save harmless said lessor, its successor and assigns from all claims for such loss, damage or injury sustained by said lessee, or any agent or employee of said lessee, or by any person whomsoever, whether the same be caused by the negligence of said lessor, or of its officers, agents, employees or otherwise."

**Side Tracks.**—The following liability clauses are quoted as illustrations of the lack of uniformity and the unreasonable and otherwise unlawful character of the side-track agreements:

"The party of the second part will assume all responsibility for and save the party of the first part harmless from all loss of or damage to property, real or personal, upon said side track, or upon adjacent land owned or occupied by said party of the second part other than the rolling stock of any railroad company or freight or merchandise therein not destined for or shipped by the party of the second part or its lessees or licensees, caused by fire during the continuance of this agreement and the party of the second part hereby covenants that no suits shall ever be brought for such loss or damage against the party of the first part or the Boston & Albany Railroad or their successors and assigns by said party of the second part or any other person."

"Second party shall indemnify and save harmless first party from all liability growing out of the construction, maintenance and operation of said track excepting liability for personal injuries."

"The second party will indemnify and save the first party harmless from:

(a) All loss or damage by fire upon premises owned or occupied by second party arising from the operation of said track, whether caused by the negligence of first party or otherwise, except such as may be caused to the first party's property solely by its own negligence.

(b) All other loss, damage or injury to persons or property on the premises of second party, by reason of said track, or the construction, maintenance or operation thereof, which is not due to the sole negligence of the first party, its agent or employees."

"The second party agrees to indemnify the first party, its lessees and assigns, against all loss and damage by fire, from locomotives or otherwise, to the property of the second party, or of third persons on the premises of the second party, or right-of-way thereon whether such fire is due to the negligence of the first party, its lessees or assigns, or otherwise."

"The lessee understands that said leased premises are in dangerous proximity to the railroad tracks of the lessor and that persons coming upon said premises will be in danger of injury and property thereon liable to destruction

by fire or other causes, incident to the operation of a railroad and the lessee hereby assumes all risk of personal injury to its officers, agents, servants, employees or customers and other persons coming upon said premises at its instance or with its consent or knowledge and all risk of loss, damage or destruction to structures or contents or any other property brought upon or in proximity to said premises by the lessee, or by person or persons at its instance or with its consent or knowledge; without regard to whether said injury, loss, damage or destruction be occasioned by fire from locomotive trains belonging to the lessor, or by any other cause or causes incident to or arising from the movement of locomotives, cars or trains of cars, from misplaced switches or in any respect from the operation of its railroad by the lessor; and without regard to whether said injury, loss, damage or destruction be due to the negligence or misconduct of any employee of said lessor or to defective appliances, engines or machinery; and the lessee hereby agrees to reimburse, indemnify and save harmless the lessor for and from any and all loss, costs, suits, claims, demands and recoveries on account of any and all injuries to persons, or loss, damage or destruction of property caused in any manner aforesaid."

**Reasonable Lease.**—The following liability clause of the New York Central Railroad Company indicates that this company does not desire to place upon the users of side tracks and lessees of railroad property liability for the negligence of that company, and is cited as an illustration of a more reasonable attitude on the part of some carriers on this matter:

"Sixth. It is understood that the movement of the railroad's locomotives over said track—involves some risk of fire, and as between the parties, the industry assumes all responsibility for loss or damage arising from fire caused by locomotives on said track—for the benefit of the industry; except to the premises of the railroad and to rolling stock belonging to the railroad, or to others."

As to loss arising from any other cause each party shall indemnify the other for, and save the other harmless from, all loss of property and life and injury to property and persons arising out of the use of, or occasioned by, the construction or maintenance of said track—as follows:

The railroad assumes all responsibility for loss of or damage to rolling stock belonging to the railroad, or to others; and for injury to or death of agents or employees of the railroad, when acting as such; except such loss, damage, injury or death as may be caused by the sole negligence of the industry, or the agents or employees of the industry, when acting as such.

The industry assumes all responsibility for loss of or damage to all other property; and for injury to or death of all licensees, and of its agents or employees, when acting as such; except such loss, damage, injury or death as may be caused by the sole negligence of the railroad, or the agents or employees of the railroad, when acting as such; the intent of this agreement being that in the case of joint negligence, each party shall bear its own loss, except in case of fire, and then only as set forth above."

The liability clauses in leases or agreements for the use and lease of railroad property, stated herein, illustrate the manner in which the defendants subject shippers to liability for losses from fire, damage, etc., caused by the carrier; and some of the agreements go so far as to place on the shipper all liability for loss or damage to property and persons, even when caused by the negligence of the carrier, its officers and employees. Many of the defendants, in agreements for the use of leased railroad property and in side track agreements, provide that the carrier may use the track when such use will not interfere with the business of the industry; while in such use by the railroad for the sole business of the railroad as a carrier, if fire is communicated by the negligent act of the carrier, the industry is by such agreement liable for loss and damage to the property of third parties. Further, defendants in the various liability clauses referred to, avoid insurance policies of the industry.

**Violate I. C. C. Act.**—The liability clauses of the defendants in contracts or agreements for the use of leased railroad property, and liability clauses in side track agreements, as referred to herein, are unjust and unreasonable, and violate Section 1 of the Interstate Commerce Act, requiring the construction, maintenance and operation of switch connections with private side tracks upon reasonable terms.

Said clauses violate Section 3 of the Interstate Commerce Act in that the same subject persons, localities and traffic to undue and unreasonable prejudice and disadvantage, while other persons, localities and traffic are given undue preference and advantage to the extent that the said clauses are not uniform.

Said clauses also violate Section Twenty (20) of the Interstate Commerce Act in that the same limit the liability of the carrier for loss, damage or injury caused by the carrier to property which is the subject of interstate transportation.

The foregoing provisions of the Interstate Commerce Act are all-embracing and form part of a harmonious system of regulation, which was intended to cut out by the roots all dis-



criminations or preferences as between shippers and also to deprive the carrier of undue advantages which it had exacted from shippers. A reasonable uniform liability clause would be in harmony with these great purposes of the law.

A reasonable liability clause in leases of railroad property and in side track agreements should provide in substance that each carrier shall be responsible for all loss, damage or injury caused by it, and that a lessee of railroad property or owner of a side track shall be liable for loss, damage and injury caused by it or its employees, either to the property of the carrier or to the property of third parties; and that when such loss, damage or injury to property of the lessee or of third parties is due to the negligence of the carrier or its agents, the liability for such loss, damage or injury shall be borne by the carrier.

Wherefore, petitioner prays that the defendants may be severally required to answer the foregoing that after due hearing and investigation they be required to cease and desist from the aforesaid violation of the Interstate Commerce Act and that the defendants be required to insert a uniform, reasonable, non-discriminatory, non-preferential and otherwise lawful, liability clause in all leases of railroad property and side track agreements, as may be prescribed by the Commission. Petitioner prays for such other order or orders as the Commission may deem proper and complainant's cause may require.

FINAL ESTIMATE OF INDIA'S 1919-20 peanut crop shows an increase of 12 per cent in the acreage and one of 41 per cent in yield when contrasted with the final figures of the 1918-19 season, according to the Indian Department of Statistics. Figures for Madras, 1919-20, are: Area, 1,159,000 acres; yield, 653,000 tons; yield per acre, 1,262 pounds; as contrasted with 1918-19: Area, 1,001,000 acres; yield, 442,000 tons; yield per acre, 989 pounds. Figures for Burma, 1919-20, are: Area, 273,000 acres; yield, 102,000 tons; yield per acre, 837 pounds; in contrast with 1918-19, area, 249,000 acres; yield, 99,000 tons; yield per acre, 891 pounds. Figures for Bombay, 1919-20, are: Area, 138,000 acres; yield, 129,000 tons; yield per acre, 2,094 pounds; contrasted with 1918-19, area, 157,000 acres; yield, 85,000 tons; yield per acre, 1,213 pounds. The total area for 1919-20 is 1,570,000 acres, contrasted with 1,407,000 acres in 1918-19; the total yield is estimated at 884,000 tons, contrasted with 626,000 tons in 1918-19. The total yield per acre for 1919-20 is estimated at 1,261 pounds, as contrasted with 997 pounds in 1918-19.

HERDMAN & M'DOUGALL, British corn merchants, of Leith, Scotland, defendants in the suit brot by the Hain Steamship Co., St. Ives, Cornwall, have been absolved, with expenses. The steamship company sued for £125 9/4, which it claimed was owing for freight on grain carried from Karachi, India, to Leith in Jan., 1917. The defendants held that the loss sustained by them thru short delivery of bags of barley being of the amount of the unpaid freight sued for, they were entitled to acquittal. Lord Sands said that the ship was bound by the quantities stated in the B/L, unless fraud could be proved. The bags were counted both for the shipping company and the shippers, and the counts tallied at 57,710, appearing as such on the B/L. The number delivered at Leith were 57,602, being 108 short. What happened to these was not discovered. Lord Sands did not find the B/L disproved, and decided in favor of the corn merchants, altho he expressed no lively sympathy with their case.

ESTIMATES FROM PUNJAB, which contains 32.9 per cent of the total acreage under wheat in all India, show that the area sown in British districts is now 8,894,000 acres, which is 25 per cent above the estimate made at this time last year. The area in the Indian States is estimated at 920,000 acres, which is 30 per cent above the corresponding estimate of last year. The combined area of the entire province (9,814,000 acres) shows an increase of 25 per cent over last year's corresponding estimate. Rains in the second and last weeks of January and the first week of February were very beneficial to the standing crop. The conditions and prospects of the irrigated crop are good, and of the unirrigated crop average.

## Refusal to Honor Drafts Voids Contract.

The McCaull-Dinsmore Co., of Helena, Mont., on Aug. 4, 1916, bot 3,000 bus. of wheat of P. V. Jackson, f. o. b. Norris, Mont., for shipment to Duluth within 40 days.

On Aug. 31 the McCaull-Dinsmore Co. sent Jackson a letter as follows:

"Business houses the country over are preparing for conditions that will be forced upon them when the threatened railroad strike goes into effect, Monday next, Sept. 4. In order to protect ourselves, from this date on we will accept drafts attached to Bs/L with delay in transit clause only. We will not honor drafts attached to Bs/L that have loss and damage exemption clause in them.

This letter was received by the defendant about Sept. 4 or 5, after the strike order had been revoked, and the danger of the strike of the railway employees averted. Upon receipt of the letter, defendant made inquiry to ascertain whether a B/L without the loss and damage exemption clause would be issued, and, having determined that it would not be, he waited for several days, and then sold the wheat to another buyer at an advanced price, and notified plaintiff that he would not make delivery to it.

The McCaull-Dinsmore Co. brot suit for damages for breach of contract. Deciding in favor of defendant Jackson, on May 3, 1920, the Supreme Court of Montana held:

The reservation contained in the letter was not made contingent upon the strike going into effect and was not limited to the duration of the strike. The letter states distinctly that—

"From this date on \* \* \* we will not honor drafts attached to Bs/L that have loss and damage exemption clause in them."

It is true the letter refers to the threatened strike; but, if it was the intention of plaintiff to limit the operation of the notice to the duration of the strike, appropriate language to express that intention might have been employed, or, if it was the purpose to have the notice effective only in the event that the strike materialized, in all fairness it would seem that the duty to recall the letter within a reasonable time after the strike order was annulled rested upon the plaintiff, the party who injected the element of uncertainty into the transaction. Under the circumstances, the defendant was left to place upon the letter the interpretation which the language fairly warranted, and in reaching the conclusion that it expressed a de-

termination no longer to be bound by the provision for the payment of the draft we think the defendant was fully justified. It cannot be said that the provision of the contract thus affected was not a material one. Under it the defendant was assured that the grain would not be delivered to the plaintiff at Duluth until the draft was paid, and in this arrangement defendant found his only security for the purchase price of his grain. If he had shipped the grain under the conditions imposed by the letter of Aug. 31, he would have been compelled to wait until the grain was delivered in Duluth before he received the whole or any part of the purchase price, and even then would have been without security, other than the personal liability of the plaintiff.—189 Pac. Rep. 771.

No FUNDS are provided for the investigation of dust explosions by the Buro of Chemistry in the new Agricultural Appropriation Bill for the fiscal year beginning July 1. The Buro asked \$100,000 to carry forward this work next year, and the House Agriculture Com'ite finally put in an appropriation of \$25,000. The item was stricken from bill on a point of order, and the Senate Com'ite failed to return it to the bill. The Buro has carried on these investigations for the past year under an appropriation granted by the Grain Corporation.

## Concrete Country Elevator.

The accompanying engraving shows the new plant of the Associated Mill & Elevator Co., at Mound City, Kan. This is a 15,000 bu. reinforced concrete house, erected by the Lehigh Construction & Engineering Co., and located on the Mo. Pac. Ry. tracks. This plant is an exact duplicate of the Associated Mill & Elevator Co's plant at Dwight, Kan. It is equipped with one receiving and shipping leg, one Richardson Automatic Scale, four deep hopper bins and one overhead bin, a Fairbanks Truck Scale, a dump and manlift. The floor plan of the working house is oval in shape and a concrete drive-way shed joins the working house on one side while the railroad tracks are on the other. A two-room concrete office adjoins the drive-way and a reinforced concrete warehouse stands twenty-five feet from the elevator. This flour and feed warehouse will have a ten-car capacity.



Reinforced Concrete Elevator of the Associated Mill & Elevator Co., at Mound City, Kan.



# Seed Associations Meet in Milwaukee

The American Seed Trade Ass'n and the Wholesale Grass Seed Dealers met in joint annual convention at the Pfister Hotel, Milwaukee, June 21 to June 24. The meeting was well attended with an enthusiastic crowd of wholesale seedmen from all sections of the country.

The Wholesale Grass Seed Dealers Ass'n opened its annual meeting at the Hotel Pfister, Red Room at 10 o'clock June 21. President John Smith called the meeting to order with approximately forty members present. The reading of the minutes of the previous meeting was dispensed with. Clarence K. Jones read the Treasurer's annual report.

A. E. Reynolds, of Crawfordsville, Ind., chairman of the Legislation Committee presented his annual report and discussed matters relative to seed legislation which were presented by the Ass'n of Official Seed Analysts.

The first matter discussed was a Federal Law regulating the sale of agricultural seeds, based on the Web-Kenyon Bill. Second, was a proposition referring to the United States Seed Law.

A forty-five minute discussion resulted in the Legislative Com'te being instructed to oppose this legislation. Parts of the second law discussed were accepted and parts rejected.

T. W. Kellogg, chairman of the Arbitration Com'te, presented a report which led to considerable discussion. Ways and means of getting quicker action on arbitration cases were discussed. One of the cases decided during the year took sixty days for a decision. This was due to the fact that some of the com'te members were absent, because it was impossible to get them together expeditiously, owing to the great distances some had to travel. The Arbitration Com'te was instructed to meet with Attorney Curtis Nye Smith and devise some means of getting quicker action where arbitration was necessary.

Mr. Teweles, Milwaukee, invited the visiting members, on the behalf of the L. Teweles Seed Co. and Kellogg Seed Co. to have dinner at Donges Bay, about fifteen miles from Milwaukee.

Curtis Nye Smith's report was read and approved. Mr. Smith said if European Horticultural Societies can dictate to American merchants how their trading shall be done, for the profit and protection of its members, the American Seed Trade Ass'n can, within the limitations of our laws, move for a fair deal. He gave several methods of meeting this fraudulent and unfair foreign influence.

Meeting adjourned until 2 p. m.

The afternoon session was opened with the reading of the report of the membership com'te, showing 42 members in good standing. The membership was limited to fifty by agreement. The following have been elected to membership: Barteldes Seed Co., Lawrence, Kan.; Courteen Seed Co., Milwaukee; Minneapolis Seed Co., Minneapolis; Crawfordsville Seed Co., Crawfordsville, Ind.; and John J. Buffington & Co., Baltimore. The new members were introduced during this session.

The rest of the afternoon was given to discussion of Seed Trade Rules. This discussion developed some warm arguments, and differences of opinions. Eight rules were up for discussion, but the meeting adjourned after four of the rules were discussed and the remainder were postponed until Tuesday morning.

All members attended the dinner at Donges Bay, a beautiful resort on Lake Michigan. The guests motored out and arrived in time

to start the dinner at 7:30. A fine dinner road-house style was served.

A rising vote of thanks and three cheers were given for the Teweles and Kellogg seed company's who entertained the ass'n. A few were called upon to speak, but no attempt was made to discuss business or trade conditions.

The Tuesday afternoon session of the Wholesale Grass Seed Dealers was called to order at 3 p. m. Election of officers resulted in the selection of the following to serve for one year: President, W. G. Scarlett, Baltimore, Md.; Vice-pres., J. Chas. McCullough, Cincinnati; Secretary and Treasurer, C. K. Jones, Baltimore. The Executive Com'te will remain unchanged from last year.

The four trade rules which were not discussed in the previous session were brought up at this time. Recommendations for changes were made but no immediate action taken.

Adjourned *sine die*.

## American Seed Trade Ass'n.

The opening session of the American Seed Trade Ass'n was held Tuesday morning, June 22, in the Red Room of the Pfister Hotel. A. L. Stone, State Department of Agriculture, Madison, Wis., recited some of his interesting experiences in Seed Testing.

Nomenclature was the subject of an address by J. Horace McFarland, Harrisburg, Pa.

Business matters were taken up at the afternoon session and on Wednesday morning. R. A. Oakley, of the U. S. Dept. of Agriculture, Washington, read a paper on "Fine Turf Grasses." Kirby B. White of Detroit read a paper on Trade Ethics and Trade Practices.

An entertainment was provided for ladies as well as the visiting seedsmen. Tuesday morning they drove thruout the city and stopped at Red Circle Inn for lunch.

A Stag Party was held on Tuesday evening.

On Wednesday evening a banquet for the seedsmen and their wives was given at the Pfister Hotel by the Milwaukee hosts. The speakers at the banquet were J. H. Puelicher, president of a Milwaukee bank, and Rev. Wm. T. Dorward. The community singing was led by Frederick Carberry.

EXHIBITS: The balcony of the Pfister Hotel was filled with displays of seeds, bags, lithographer's samples, seed scale and bag closing and filling machines. Among the displays were: Brown Bag Filling Machine, American Fork and Hoe Co., R. C. McGill & Co., Bemis Bro. Bag Co., Bates Valve Bag Co., Milwaukee Bag Co., Torsion Balance Co., J. E. Gilson Cultivator Co.

## Imports and Exports of Seeds.

April imports and exports of seeds, compared with April, 1919, and for the ten months ending April, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.		10 mos. ending April,	
	1920.	1919.	1920.	1919.
Beans and lentils, bus.	139,648	660,522	3,460,361	3,187,493
Flaxseed, bus.	1,703,611	780,960	16,825,873	5,500,015
Caster beans, bus.	35,223	79,360	1,043,258	421,798
Red clover, lbs.	1,091,949	236,028	17,572,297	675,497
Other clovers, lbs.	1,821,769	616,720	20,509,162	9,113,139
Other grass seeds, lbs.	2,559,685	173,451	28,431,783	3,739,016
Peas, bus.	35,897	265,720	1,358,744	2,069,497
Sugar beet seeds, lbs.	1,866,551	25,179	16,933,629	740,385
EXPORTS.				
Beans and lentils, bus.	43,771	128,851	1,779,241	3,291,230
Flaxseed, bus.	.....	.....	28	36
Clover seed, lbs.	440	.....	169,438	247
Peas, bus.	43,771	67,000	764,680	932,771
Other grass seeds, lbs.	3,398	1,110	48,510	6,992

## Seeds

ROSELLE, ILL.—The Peacock Seed Co. contemplates the erection of a seed house this year.

CONSIDERABLE clover has been winter killed in northern Michigan.

THE CANADIAN SEED CO. of Toronto, Ont., expects to erect an \$8,000 seed warehouse at Hagerville, Ont.

TWELVE barges, each containing flaxseed, arrived at Buffalo, N. Y. in one day recently on the Erie Canal.

MONTESANO, WASH.—The Western Seed & Implement Co. of Chehalis, Wash., will open an office at this point.

JACKSONVILLE, FLA.—Charles W. Zaun, formerly with T. W. Wood & Co., Richmond, Va., is now with E. A. Martin Seed Co.

SHENANDOAH, IA.—We finished a \$60,000 seed and grain warehouse during the past year and now expect to handle grass and field seeds in carload lots.—May Seed & Nursery Co.

SMITHFIELD UTAH—The entire stock of the Cache Valley Seed Co. has been purchased by J. S. McCann & Sons, who will operate under the old name—J. S. McCann, pres. Cache Valley Seed Co.

MINNEAPOLIS, MINN., June 16 — Since flax is above the ground our representatives say that many small patches are showing and that acreage will be larger than first estimated. Some flax is still being sown.—Van Dusen-Harrington Co.

FLAXSEED production for home consumption in Argentine has not been encouraged by the demand for fibre as it has been in this and European countries. Instead of making use of the flax fibre it is burned on the ground or in threshing machines.

THE WISCONSIN Seed & Grain Show will be held at La Crosse this year. Northern Wisconsin seed growers state that they will be at a disadvantage this year because the long shipment is liable to cause their seed and grain to become musty.

BEANS and peas shipped to Hawaii during April amounted to 1,016 bus., compared with 1,316 bus. shipped during April, 1919. Total for the ten months ending April were 8,961 bus., compared with 8,548 bus. shipped during April, 1919, from the United States.

FLAXSEED RECEIPTS at Ft. William, Ont. during the month of May amounted to 67,551 bus.; compared with 151,783 bus. received in May 1919. Shipments from this market during May amounted to 64,441 bus.; compared with shipments in May, 1919 of 309,606 bus.

BEANS and peas shipped to Porto Rico during April amounted to 40,289 bus.; compared with shipments in April, 1919 of 37,763 bus. Total for the ten months ending April was 267,252 bus.; compared with 138,391 bus. shipped in April 1919, from the United States.

WINNIPEG, MAN., June 12.—Estimated flax acreage in Alberta, Manitoba and Saskatchewan is 1,181,000 acres; compared with a 1919 acreage of 1,000,000 acres. Flaxseed still in store at country points on June 7 in these provinces is estimated at 296,000 bus.—Frank O. Fowler, secy, Northwest Grain Dealers Ass'n.

OTTAWA, ONT.—The Dominion Seed purchasing Commission will be continued by the government because of the abnormal conditions in the prairie provinces during the past two years. Last year this organization advanced \$3,800,000 to Canadian farmers. Of this amount already \$3,200,000 has been returned. Since the establishment of this commission in 1916 over \$15,000,000 has been advanced to farmers.—B.



RESULT of extensive tests made on about 70 varieties of seed wheat were recently reported by the Ohio Experiment Station. Gladden bearded variety was found to outrank all others. Next came Trumbull, followed by Ohio 9920 and Portage. Some of the tests began over 25 years ago.

AN INCREASED clover acreage has been sown in northern and eastern Oklahoma this year. Many farmers are trying sweet clover for the first time. The high price of alfalfa seed this year has discouraged new alfalfa seeding except where conditions were highly favorable.—Oklahoma Crop Reporting Service.

OKLAHOMA CITY, OKLA.—An increased clover acreage has been seeded in the northeast and central sections of Oklahoma, while other sections show a decreased acreage. Sweet clover production is being tried in many parts of the state this year for the first time.—Oklahoma Crop Reporting Service.

BEAN receipts at San Francisco, Cal., for May amounted to 61,510 sacks; compared with 143,430 sacks received during May, 1919. Total stocks of beans in San Francisco warehouses, including beans on wharves, on June 1 were 248,088 sacks compared with 275,981 sacks on hand the corresponding date in 1919.

ROCHESTER, N. Y.—Charles W. Crossman, pres. of the Crossman Bros. Seed Co., passed away at his home at the age of 73. Mr. Crossman is one of the oldest seedsmen in the state and has been a member of the firm that bears his name since he was 16 years old. He is survived by his wife and two daughters.

EDWIN M. THOMPSON, Fort Dodge, Ia., has registered a design showing a belt circling an ear of corn with the legend "Corn Belt," as his trademark, No. 125,591, for use on a preparation to be used as a seed-preservative, to protect all farm and garden seeds to which applied from rats, mice, gophers, and other rodents.

JEFFERSON CITY, MO.—Cowpeas, soybeans, sorghums and millet are included in catch crops which will be planted on land that was too wet for corn and oats or which was left idle by the scarcity of labor. Blue grass seed is a good crop this year. Red clover has the best indications for many years.—Missouri Crop Reporting Service.

OKLAHOMA CITY, OKLA.—The United States District Court recently issued an injunction restraining the Oklahoma Board of Agriculture from unlawfully interfering with the sale of Ferry's seeds. Seed may now be marked "germination 10%," "test date, July 1, 1919," and "purity 99½%." The attorney general of Oklahoma has appealed to the United States Circuit Court of Appeals.

"SAVE the clover seed" is the slogan of a campaign started by the Missouri State Board of Agriculture. "In 1919 there was a world shortage of red clover seed, and the outlook continues favorable to prices this year making it attractive to each Missouri farmer who can harvest red clover for seed. There is no knowing in advance what a market will be, but the futures advanced contracting for this fall are on the basis of good prices for red clover. One thing is sure, Missouri and the Corn Belt will need lots of red clover seed within the next twelve months."

FORT COLLINS, COL.—Colorado's clover crop does not consist of a single clover but is divided between alsike, red clover, and two varieties of sweet clover. The clover crop is not so general a crop as alfalfa, and is grown in the higher altitudes. What clover there is here is in fine shape. The alfalfa crop in the eastern Colorado irrigated regions never looked better at this season of the year. Sudan grass for the dry lands of Colorado is a fine crop when below an altitude of 5,000 feet. There are some localities where it may be grown at a greater height, but 5,000 feet is about the limit of the profitable growth of Sudan grass in this state.—Alvin Kezer, Agronomist, Colo. Agri. College and Experiment Station.

PINE RIVER, MINN.—Work is progressing rapidly on the Pine River Seed House. When completed this plant will be the largest seed house north of Minneapolis. It is to be 3 stories high, of mill construction on a tile lined concrete foundation. Already the basement is completed. Seed handling equipment of every description will be installed and will include bulk seed handling elevator apparatus, cleaners, dryers, dust collectors and two loading platforms. Every effort is being made to get this plant in operation to be able to handle this year's crop.

TRANSPORTATION rates on beans milled in transit which exceeded the contemporaneous joint thru rate between the same points was the cause of complaint filed with the Interstate Commerce Commission by Chatterton & Sons, seed dealers at Lansing, Mich. The seed company claimed that the Pere Marquette R. R. charged more for shipping beans from Michigan interior points to Toledo for milling and then on to eastern and southern markets than the contemporaneous joint rate in effect (besides the in-transit charge). The I. C. C. granted reparation to the company. The tariff already had been amended.

TOLEDO, O.—While many sections of Ohio report serious damage to clover from weevil and winter killing northwestern Ohio holds excellent prospects and the finest stand in years. Indiana complained of weeds, but better weather brought the condition back to normal. They also report army worms, but these may disappear with the first cutting. East and northeastern sections of Iowa very favorable. Michigan not very promising. Wisconsin reports no particular damage. Old seedings in Missouri are winter killed, but new seedings are good. Minnesota prospects are not so bright as a few weeks ago, when they were declared better than last year. Yields vary greatly. Wisconsin led last year with 248,000 bushels. Illinois previous year with 298,000, against Wisconsin 101,000. Wisconsin scored in 1917 and 1916 with 336,000 and 345,000. Total last year was 1,099,000; in 1918, 1,102,000; in 1917, 1,488,000; in 1916, 1,706,000. Ohio yield last four years 100,000; 139,000; 231,000 and 200,000.—Southworth & Co.

TOLEDO, O.—Clover seed has surely been nervous during the past week. There has been a large trade and many shorts have covered, at losses. There is still quite a short interest, but of course there is also a long one, and whichever side gets too anxious first, will have everything to do with the price. October is commanding a premium of about one dollar over December, and looks like that premium would hold for some time. Most of the crop reports speak of a very short acreage, and while Wisconsin and Michigan have been sending the most favorable reports, we have had some of the other sort from those states. There has also developed a little better demand for the old prime, there being some sales yesterday at \$25.00@25.50, and no doubt the seed will be shipped out. There is usually a summer demand for clover, and those holding the seed here seem to be confident of that demand coming this year. Bulls seem to be very plentiful and have visions of the thirty-six dollar price that prevailed this spring, and say that with the short acreage there can't be much damage else the crop will be exceedingly short, etc., etc. Bears have suffered lately, but they state it is a little early to tell how the crop is going to turn out, although they admit the acreage may be short, but claim this shortage is already reflected in the price, etc., etc.—J. F. Zahm & Co.

THE SECOND OFFICIAL FORECAST of India's 1919-20 wheat crop, according to Consul General James A. Smith, of Calcutta, places the area sown at 28,553,000 acres, as against 23,729,000 acres at the corresponding date last year, or an increase of 20 per cent. The estimate covers all the important wheat-growing areas except Kashmir.

## From the Seed Trade.

FT. SMITH, ARK.—Because of late rains and overflows there has been an increased demand in this locality for cow peas, soy beans and seed corn for late planting. Prospects for these crops are good. Considerable sudan grass is planted in this locality for hay but none for seed. No attempt has been made to produce sudan grass on a large scale around here—Arthur G. Lee.

PARIS, FRANCE—French crimson clover is coming along nicely. Another month will be required to determine the quality and quantity. Last reports indicate a larger berry of darker color than 1919 crop. Nine cents a pound is the latest price of crimson clover in France. This price, which includes bags, would have been much reduced if the American dollar had not reduced in value from over 16 francs to 13.13 francs during the month of May. This dollar decline has put choice red clover at 40c a pound.—Michael Cherot.

## Southern Seedsmen Meet.

Although the Southern Seedsmen's Ass'n is still a young organization their influence and importance is already being felt. More than ninety were in attendance at their Annual three-day meeting on June 7, 8 and 9 at Jacksonville, Fla. The Hotel Macey was the place of meeting and the business sessions were well attended, with much enthusiasm.

Probably the most important thing discussed was the matter of securing the general adaptation of a contract or a series of uniform reciprocal contracts, aiming to secure and insure greater certainty of deliveries of garden seeds to the Ass'n members. The reciprocal feature of the new contracts will be designed to relieve Southern buyers from bearing all the burden of the short as well as of the surplus crops. In the case of extraordinary yields Southern buyers propose to obligate themselves to absorb a percentage of the surplus.

A com'te was appointed to draft the contracts and submit recommendations for their adoption.

For the next twelve months a decided effort will be made to bring into the association all the desirable seedsmen of the South who have not as yet become members of the Ass'n.

The annual dues were increased to \$50, effective 1921, and the associate membership dues to \$15, per year.

Memphis is to have the next Annual meeting to be held in June, 1921.

The following officers were elected to serve the coming year: R. B. Buchanan, Memphis, pres.; Jos. Steckler, New Orleans, 1st vice pres.; D. R. Mayo, Knoxville, Tenn., 2nd V. Pres.; Frank S. Love, Montgomery, Sec'y-Treas. Directors: Harry Mixson, Charleston, S. C.; E. A. Martin, Jacksonville, Fla.; Dick O'Bannon, Claremore, Okla.

## Seed Imports for May.

The Bureau of Plant Industry, U. S. Dept. of Agri. reports the importation of the following forage plant seeds, in pounds, during May, 1920: alfalfa, 727,000; blue grass, 35,500; awnless bromegrass, 2,400; alsike, 156,900; crimson clover, 359,400; red clover, 600,100; white clover, 5,700; Hungarian millet, 800; orchard grass, 125,000; rape, 156,800; timothy, 1,100; hairy vetch, 93,400; spring vetch, 327,500; compared with imports during May, 1919, as follows: alfalfa, 152,700; blue grass, 62,800; alsike, 98,000; crimson clover, 330,500; red clover, 80,300; white clover, 700; mixture of white and alsike clovers, 8,600; mixture of alsike and timothy, 5,300; Hungarian millet, 13,500; orchard grass, 77,200; rape, 2,200; English rye grass, 33,600; timothy, 79,400; hairy vetch, 1,700, and spring vetch, 1,600.

Total imports in pounds for the eleven months ending May 31, 1920, were as follows: alfalfa, 18,268,600; blue grass, 525,700; awn-



less brome grass, 166,300; alsike, 5,636,000; crimson clover, 9,383,500; red clover, 19,115,600; white clover, 189,000; mixture of white and alsike clover, 22,000; mixture of red and alsike clover, 700; mixture of alsike and timothy, 240,200; mixture of alsike, timothy and white clover, 1,800; meadow fescue, 2,800; millet, 257,700; grass mixtures, 2,600; orchard grass, 2,748,500; rape, 5,765,700; red top, 5,000; rye grass, English, 1,799,000; rye grass, Italian, 974,000; timothy, 36,700; hairy vetch, 952,200; spring vetch, 992,300; compared with imports during the corresponding period of 1918-1919 of: alfalfa, 263,600; blue grass, 550,900; alsike, 7,002,400; crimson clover, 682,600; red clover, 962,000; white clover, 700; mixture of white clover and alsike, 96,100; mixture of red clover and alsike, 900; mixture of alsike and timothy, 453,100; Hungarian millet, 138,300; grass mixtures, 200; orchard grass, 154,700; rape, 639,000; red top, 5,000; rye grass, English, 809,000; rye grass, Italian, 151,800; timothy, 154,600; hairy vetch, 253,500; and spring vetch, 435,200.

### Carpet Grass Proves Its Worth.

Carpet grass, introduced from the West Indies, is rapidly proving its worth in this country, both as a pasture crop and as a seed industry. It is unfortunate that inferior grasses have been passed for carpet grass, thus causing dissatisfaction in some quarters. The true carpet grass is a perennial, pale green grass, which spreads rapidly by sending out creeping stems that take root at every joint and form a close, compact turf.

The compressed stems and sheaths of the grass are two-edged, and this peculiarity, together with the blunt leaf tips, is a sure way of identifying the true species. The seed stems, twelve to twenty-four inches in height, are slender and two or three jointed. On these stems grow slender spikes of flowers.

One of the advantages of carpet grass is its adaptability to various soils and conditions of ground. It grows better upon a compact soil, and therefore, thrives under grazing and trampling. This quality makes it particularly valuable as a pasture crop. But it grows wherever it has a chance, apparently. Soil acidity does not seem to affect it, and it thrives upon a soil that is poor in lime content as it does upon a rich soil. It grows upon sandy soils if they are not too dry. It is this characteristic that makes it valuable for use in the Coastal Plain Region, where the pine timber has been cut off, and where fires have destroyed the humus. These 100,000,000 acres of waste land will probably be developed into grazing lands largely thru the growing of carpet grass. It does not withstand fire very well, and accordingly should be protected from the annual firing in general custom.

While carpet grass, when once allowed to have a permanent hold on a piece of land, is persistent in growth, at the same time, it is not troublesome as a weed in places where it does not belong, and is not a pest to plants. Bitter weed and dog fennel are its two weed enemies; but these can be eradicated by mowing before their seed has ripened.

There is a great and constantly growing demand for seed of the carpet grass. Up to the present time, farmers growing carpet grass have not seemed to realize the value of carpet grass seed and have not taken the trouble to harvest it. The seed stems are untouched by the cattle in their grazing, and simply have to be mowed and threshed, in order to insure a good seed crop. A good stand of grass is assured by sowing pure seed at the rate of five to ten pounds to the acre. Carpet grass well cleaned weighs eighteen pounds to the bushel.

THE PRICE OF RICE in Tokyo on May 27 was 38.19 yen per koku as compared with prices ranging around 60 yen the first of the year. Unsettled conditions in Japan have caused serious congestion at the ports, there being at the Yokohama customhouse 420,000 tons of freight uncalled for.

### Modified Rag Doll for Testing Seed Corn.

Experiments at the Agricultural Experiment Station at Purdue University have resulted in a modification of the rag doll for testing seed corn. The whole doll is often permeated with mold, because of the infected seed placed in the doll. This mold spreads from dead and diseased kernels to healthy seedlings and interferes with the accuracy of the test. A modification of the doll, therefore, seemed highly desirable.

The methods worked out in the experiments recorded here will make it possible for the farmer to interpret the germination test of each ear of seed corn in the following terms: strong, medium, or weak germination; per cent of germination; number of diseased or disease-free seedlings.

Glazed paper is rolled up with the doll cloth after the kernels are placed. The paper insulates each row of kernels which is laid from a single ear, and also separates them so that the mold seldom spreads. The glazed paper also holds the seedlings in place, so that at the end of seven days the doll can be quickly rolled out and the germination record easily taken. For this purpose a stiff pearl water finish fibre paper has been found to be most satisfactory, and a good second is butcher's fibre wrapping paper.

The glazed paper should extend at least three inches beyond the end of the cloth, so as to afford bulk at one end to start the roll, and at the other end to keep the cloth closed. The glazed paper is first spread upon a clean surface, for instance, newspapers. A soiled surface is conducive to the introduction of mold spores, which would spoil the test. The next operation is to lay the dampened strip of cloth, 12 by 54 inches, upon the glazed paper. The kernels should be placed face down so that the heart or germ will be next to the cloth, the tips of the kernels pointing in one direction. When the doll is placed in the germinator box, the tips should point down so that the seedling roots may grow down from the tips of the kernels. The doll must not be rolled too loosely nor too tightly. If the doll is rolled in an ordinary manner, the pressure on the kernels will keep them in place if the doll is handled carefully. It is not necessary to fold in the sides of the cloth.

When the doll is rolled, a small rubber band should be put around each end, and the upper end tagged with the range of ear numbers and the date when started. No other numbering is necessary, nor are guiding lines necessary inside of the doll, for with a little practice the kernels can be laid precisely without them.

THE GERMINATOR BOX is composed of an outer and an inner box with sawdust between them, and cross-rods. The inner box is 12 by 24 inches inside and 18 inches deep. While the outer box may be of any size, it is preferable to use one that allows at least a two-inch space for sawdust filling around the sides. The sides of the inner box should have perforations to allow the damp air from the sawdust to get into the germination chamber. Before it is fitted into the outer box, the cross-rods, or heavy wires, to separate the dolls, are put in place. Spaced at three-inch intervals each way, the wires provide room for 32 dolls in a box 12 by 24 inches inside measurement. A three-inch layer of sawdust should be put in the bottom of the inner box and be covered with a gunny sack upon which the dolls may rest.

The space between the outer and the inner boxes is filled with damp sawdust. The rods are placed in the inner box about 3 inches from the top so that they will not interfere with the placing or removal of the dolls. Holes in the bottom of the germinator box allow the excess moisture to escape. For this reason, it is well to set the box upon strips of wood, to allow better drainage. The top of the germinator box should be left open

except for a covering of a couple of jute sacks. The dolls are sprinkled thoroughly twice a day with lukewarm water. The covering of bags on the germinator box should be kept moist as well as the sawdust around the edges. A temperature of 75 to 85 degrees Fahrenheit should be maintained. The approximate cost of enough muslin to test 640 ears in 32 dolls, the maximum capacity of a germinator box 12 by 24 inches, is \$2.00. The cloth for the dolls should be boiled thoroughly before re-using, to prevent mold. Paper which has been rolled with the doll can not be used for the same purpose again. Fresh paper should be used each time.

THE PRINCIPAL NATIVE and introduced varieties of corn grown in Argentine are briefly described and illustrated in the report by C. D. Girola in a recent station bulletin, put out at Buenos Aires. Cultural practices in growing the crop and diseases affecting corn are also discussed by the author.

DROUGHT IN ALL PARTS of New South Wales has seriously affected the wheat crop. As a result, the yield of the present season will be only 4,296,000 bus., the smallest yield during the past twenty years. It is estimated that there will be an insufficient amount of wheat even for domestic consumption in Australia.

### New Firm at Hutchinson.

T. H. Graves & Co. is the style of a new firm at Hutchinson, to engage in grain merchandising. T. H. Graves, better known as "Heinie," is manager of the new firm and he is associated with Jay Hausam, of Jay Hausam & Co., in the ownership of the company. Mr. Graves has been manager of the Southwest Grain Co. for two years and for two years previous to that time he was manager of the Hutchinson office of the John Hayes Grain Co., of Wichita. Heinie has been publicity manager for the Hutchinson Board of Trade for some time, and he is a wide-awake, progressive grain man and well liked by members of the trade in the Southwest. The offices of the firm will be located in the Hoke bldg.



T. H. Graves, Hutchinson, Kan.



## Attractive Elevator Office at Cuba, Illinois.

There was a time when many folks excused the carelessness of their personal appearance with the adage, "Clothes don't make the man," but that time has passed. While every one agrees that clothes do not make the man, at the same time it is also commonly agreed that good clothes do make the man appear with better front to the world, and do increase his self-respect.

Exactly parallel to the relation between man and his clothes is the relationship between a grain firm and its office. The old-time idea might have been phrased, "The office doesn't make the firm." And no one with good sense thinks it does, even now; but the fact has established itself that a well-equipped office is a business asset. Thru the office the prospective customer is introduced to the firm, and the impression he gains from his visits to the office goes a long way toward establishing and maintaining business relations with that firm. A well-equipped office is a courtesy to the customer, a place where he may do business in comfort and with convenience, with the good feeling that the firm had him in mind when that office was planned.

Again, a well-equipped office, conducted with system, advertises and reflects the enterprise of the firm and points to the efficiency of

the organization of which it is the headquarters.

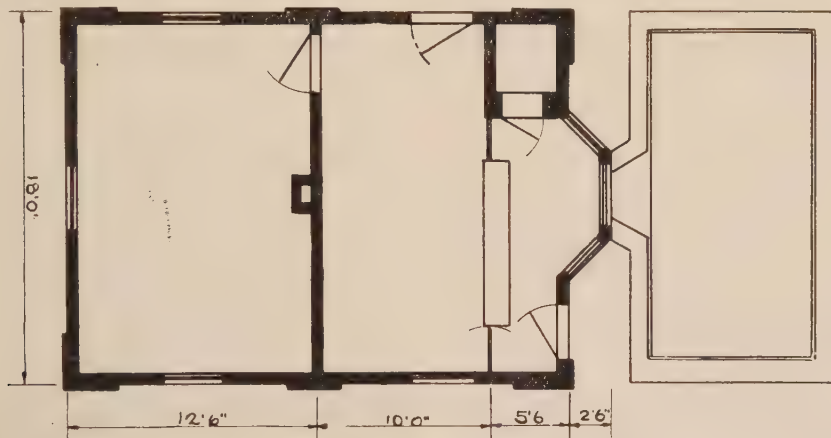
An increasing number of grain firms are not only employing up-to-date office methods, but are even putting up separate buildings in which to house the office. Elevator companies are not slow to join in this movement of progressive business. One of the latest of these is the Farmers Elevator Co., Cuba, Ill., whose office, designed by Miller, Holbrook, Warren & Co., is reproduced herewith.

This office is built entirely of reinforced concrete to harmonize with the new concrete elevator owned by the company. The outside measurement of the building is 18 feet by 30 feet 6 inches, with a bay window recess to accommodate scale beam. Pilasters, 24 by 4 inches, were built on each corner, and one on each side. A parapet roof adorns the building, as well as giving it a substantial finish. The wires shown in the photograph tell of electrical installation.

The interior of the office is divided into a private room which may be used for a Directors' office; a public office with desk board which extends full width of the room, with the exception of a swinging gate at each end; and a heavy concrete vault.

In the bay window recess reserved for the purpose, has been installed a 10-ton Howe auto truck scale.

Reinforced concrete offices of similar, attractive design have been built at Piatt, Bentley, and Sheffield, Ill.



Plan of Elevator Office and Scale at Cuba, Ill.



Attractive Office of Farmers Elevator Co., at Cuba, Ill.

## Shipper May Apply Capacity Cars on Contract.

The arbitration com'te of the Texas Grain Dealers Ass'n, composed of E. W. Crouch, A. P. Hughston and M. Killingsworth, recently decided in favor of plaintiff, Early Grain & Elevator Co., Amarillo, Tex., against C. S. Lee Grain & Elevator Co., Abilene, Tex., defendant, holding that a shipper could deliver more than 600,000 lbs. on a contract for 10 cars.

The com'te said: This controversy grew out of the sale on Dec. 5 by Early Grain & Elevator Co. to C. S. Lee Grain & Elevator Co. of ten cars of No. 3 maize or kafir, at \$2.45 per cwt. delivered Memphis, Tennessee, shipment by March 1, 1920. The only point in controversy between the litigants is whether or not under the terms of the contract the shipper, Early Grain & Elevator Co., had a right to apply capacity cars.

In the confirmation nothing was said by either party as to the size of cars. Therefore the com'te rules that under existing railroad minimums, Early Grain & Elevator Co. had a right to apply on this contract whatever capacity cars they might load, so long as they complied with the tariff minimums. C. S. Lee Grain & Elevator Co., laboring under the impression that they were compelled to accept only 60,000 lb. capacity cars on the contract specifying so many cars, and not bushels, refused to accept the last three cars shipped by Early owing to the fact that the first seven cars completed what Lee considered the contract, being total of 600,000 pounds, according to Lee Grain & Elevator Company's interpretation. Early Grain & Elevator Co. then sold the three cars for account of C. S. Lee Grain & Elevator Co. and rendered account sales based on that sale, which Lee admits was at market price.

Therefore the com'te finds in favor of Early Grain & Elevator Co. for \$615.05, the amount asked for by Early Grain & Elevator Co., and C. S. Lee Grain & Elevator Co. is ordered to promptly pay to H. B. Dorsey, sec'y, Ft. Worth, Texas, \$615.05 and the sec'y is hereby instructed to return to Early Grain & Elevator Co. their deposit fee in the case.

## New Zealand Wheat Control Hits Production.

Consul General Alfred A. Winslow states that since the establishment by the government of fixed prices on wheat, flour and bread there has been a marked decrease in the amount of wheat produced.

The 1920 wheat acreage is 142,960 acres compared with an acreage before government control in 1915-16 of 329,207 acres. The estimated yield of the 1920 crop will supply only 58% of the year's consumption, which is 6,567,000 bus.

The restrictions blamed for this lower production are: (1) allowing millers to charge only \$92 a ton for flour. (2) allowing the baker to charge only from 11c to 12½c for a two pound loaf of bread (3) and fixing the prices to be paid the producers.

While millers only may charge \$92 a ton for flour they are subsidized by the government to the extent of nearly \$14 per ton on their flour.

The prices fixed to be paid the producer for his 1921 crop will not induce him to make any material increase in the wheat acreage. Prices now planned to be paid the farmer for next year's crop are: \$1.76 per bushel for tuscan wheat, \$1.82 per bushel for hunters, and \$1.88 for pearl wheat, with 6 cents increment per month for each month from May 1, 1920.

LIMITED MOVEMENT expected during 1920 has led F. R. Jamison, sec'y. of the Panhandle Plains Chamber of Commerce to advise farmers to provide means for grain storage on the farm to avoid the repetition of the loss suffered in Texas in 1919.



# Development of the Grain Elevator Leg

By A. C. LEWIS

The story of the invention and of the early stages of the development of the elevator leg is epitomized in the life of Oliver Evans, the inventor. From the beginning, man has striven to make life easier and his surroundings more comfortable. This desire has spurred him on to improve his environment and to this we owe our present comforts and conveniences. It was this restless discontent with irksome responsibilities in the life of Evans which crystallized in the invention that revolutionized the handling of grain and which has placed the grain trade among the foremost of the world's industries.

Evans was born at Newport, Del., in 1755. At the age of 14, he was apprenticed to a wheelwright. Even at this early age, he was imbued with a desire to improve the primitive conditions under which all kinds of labor were performed. His taste at first ran to some method of propelling land carriages with other than animal power. He used wind propellers and treadles, but neither was successful owing to his inability to develop a practicable source of power.

Quite by accident, he finally hit upon the principle which made possible, later, his invention of the high pressure steam engine of which he is termed the "father." Some neighbor boys stopped the touch hole of a gun barrel, put in some water, rammed down a tight wad, then put the breach in the blacksmith's fire when the gun discharged itself with a report like gunpowder. This immediately suggested to him the heretofore elusive source of power and to his initiative may be ascribed the early, general use of high pressure steam in the United States which for many years distinguished this country from England. The engine was non-condensing and formed the motive power for his mill inventions and his land carriages. Instead of a boiler, it consisted of a cylindrical vessel and flue very similar to the "Cornish" boiler which was invented in England about the same time.

HIS FIRST VENTURE in milling was in 1780, when he became a partner with his two brothers who were practical millers. It was his discontent with the laborious methods in use in their mill that resulted in many inventions which, modified only in detail, are in use in mills and elevators the world over today.

One version is that the millstones were located near the ceiling of the mill and that Evans had to carry the grain up a ladder to put it in the hopper. The foundation of his scheme for lightening this work was his utilization of the principle of the "chain of pots," one of the oldest machines used for raising water from time immemorial. Along with this elevator, he invented the "descender" for transferring the grain down an incline; the "conveyor" and "drill," which moved horizontally, and the "hopper boy," whose duty it was to spread the meal and feed it to the bolting hopper.

As modified by Evans for raising grain the "chain of pots" evolved into an endless flat band or strip carried upon two drums or pulleys, upon which, at regular intervals, a number of small troughs or buckets were so arranged that in passing over the upper pulley, the contents were emptied into a box from which a pivoted wooden spout, which could be rotated to suit his needs, discharged the grain as required. It was kept in motion by power applied as today to the head pulley.

THE "DESCENDER," as Evans himself described it, consisted of "a broad, endless strap of very thin, pliant leather, canvas or

flannel, revolving over two pulleys which turn on small pivots in a case or trough to prevent waste, one end of which is lower than the other. The grain falls from the elevator on to the upper strap and by gravity sets the machine in motion, discharging the load over the lower pulley. There are two small buckets to bring up what may spill or fall off the strap and lodge in the bottom of the case."

Altho the machine worked by gravity, even when the decent was small, Evans recommended that power be applied where practicable and when driven in this way, it became the prototype of the belt conveyors of the present day generally used for the horizontal movement of grain.

HIS DRILL, in evolution, became the drag belt of today. It was an elevator laid horizontally with wooden cleats, or as he called them, "rakes," instead of buckets. The rakes scraped the grain along the bottom of the case or box in which they ran.

THE "CONVEYOR" was a quick pitch screw of two or more threads running in a trough or box, in which it fitted closely. The screw was a round wooden shaft around which he nailed two or more sheet iron spirals which, when the shaft was rotated, forced the grain along. When used for flour or meal, he substituted for the sheet metal spirals a number of radial arms arranged spirally around an octagonal shaft.

THE "HOPPER BOY" was a slowly rotating vertical shaft, the lower end of which passed thru a horizontal beam, upon the lower surface of which were arranged a number of inclined boards called "flights," whose function it was to spread the meal and gather it toward the bolting hoppers, which were in the floors at the base of the vertical posts. The "flight" next the scraper could be swivelled so as to pile the meal in a ring to allow it more time to cool. As the ring increased in thickness, the arm rose on the spindle accordingly. This was effected by means of a counterweight over the pulley near the top of the spindle. The arm fitted loosely on the spindle and was provided with an upper bearing of iron by means of which it could be levelled and it was driven by means of a rope from a cross beam near the top of the spindle.

WITH THESE LABOR saving devices, which some authorities say were operated by steam and others by water power, the work which before had taken "the time of three men and half that of a boy," could be done by one man. Indeed, when a com'te of millers came to inspect their working, Evans made it a point to be out in the field, and they found the plant carrying all the operations with no one in charge. But, as in all times, "newfangled notions" have been looked on with suspicion, these doubting Thomases were not convinced even by the evidence of their own eyes, and one of their number reported the machines as "a set of rattle-traps unworthy the attention of men of common sense."

The same kind of opposition was encountered when Evans tried to put his invention into general use by "selling rights" in them, the result being that he was unable to place them even tho he offered the first ones free to any miller who would use them. The Ellicotts, practical millers on the Patapsco in Maryland, finally installed a complete set of his machines and bore witness to their practicability in that mill work could be carried on with much less hand labor and waste than under the old system. They could make 320 bbls. of flour daily at a reduction in cost of

50c a barrel and an annual saving in wages and production of \$32,500.

THE U. S. PATENT OFFICE had not been organized, but states granted exclusive rights to the use of inventions within their own boundaries. In 1786, Evans applied to the legislature of Pennsylvania for the right to use his improvements both for flour mills and steam wagons. The following year he was granted a flour mill patent covering a period of 14 years, and in 1789 he received similar one from the state of New Hampshire. He had some difficulty in securing one for his steam wagon, but it was finally granted on the grounds that "it could do no harm."

In 1790, the U. S. Patent Office was organized. Evans relinquished his state rights and in December of that year a U. S. patent was granted for his method of manufacturing flour and meal. The same year he moved to Philadelphia and began the preparation of his "Millwright & Millers' Guide," which took three years, all of his capital and injured his health. During this time his wife sold town cloth of her own making to get food for the family.

About the time the book was completed he sent Joseph Stacey Sampson of Boston to England to make arrangements for patenting his steam engine there, but Sampson found that R. Trevethick had a similar model. He finally died there, having done little to advance Evans' interests. It is thot, however, that Evans' invention anticipated Trevethick's in the adoption of the high pressure principle.

For the next few years Evans devoted practically all his time to perfecting and putting his steam engine on the market, achieving a moderate degree of success.

In 1804, he petitioned Congress to extend the term of his flour mill patents, but met with opposition which caused considerable delay. Millers who had not taken up his improvements hastened to avail themselves of the advantages. Their action, even after he secured his patent rights for 22 years, involved him in long drawn out and expensive litigation, but from that time, he enjoyed more comfortable circumstances.

During his struggle to secure his patent rights, he issued a pamphlet which contained descriptions of two of his 80 inventions. While suffering under the mortification of his defeat in his first application to Congress he burned all the drawings and specifications of the 80 inventions, an act which, it is said, he lived to regret.

IN APRIL, 1819, while visiting in New York City, he received the distressing information that his Philadelphia plant had been destroyed by an incendiary fire. The news brot on an attack of apoplexy which resulted fatally, ending his long struggle against the incredulity and prejudice of those he sought to benefit.

For almost a score of years after his death the historian has little to offer regarding the use or improvement of Evans' inventions, but when the story is again taken up, in 1866, it mentions the fact that the raising of grain had increased in such proportions during the quarter of a century prior to that date that a department of construction for its handling had been organized; that in 1842 the amount of all kinds of grain handled at Buffalo was 2,015,928 bus., four times as much as in 1836, all of it being moved by means of manual labor, tubs and bags being used.

Some time between 1842 and 1847, Jos. Dart constructed an elevator warehouse at Buffalo, the motive power being steam. It is not so stated, but the supposition is that the engine and leg used in it were the Evans' models with improvements. Dart's experiment was such a success that the capacity, 55,000 bus., was doubled. This gave momentum to the elevator movement. Others were built, and in 1847, 17,000,000 bus. of grain were handled in Buffalo alone. In 1866, there were 24 elevator warehouses there, with a storage capac-



ity of 5,000,000 bus. and 2,350,000 bus. transfer capacity daily.

**THE ONLY FIREPROOF** elevator in 1863 was one built by the Pennsylvania Railroad at Philadelphia. It was of brick and had a capacity of 450,000 bus. It received from cars only and discharged to vessels for European markets direct. The bins were boiler plate cylinders, 12 ft. in diameter, resting on cast iron girders supported on cast iron columns 10 in. in diameter. The roof was of slate with trusses of wrought iron. It was some distance from the slip and the grain was carried to the vessels on an endless canvas belt in a hollow box.

**THE FIRST ELEVATORS** at Buffalo were rectangular in shape, of cribbed construction, built on piles. The planks were put together with spikes which extended thru two and sometimes three planks. Heavy parallel girders ran from wall to wall with joists at right angles. The outside corners were stiffened by clamps. The house legs, which in some instances numbered as high as seven, consisted of two rectangular boxes of heavy plank connected at top and bottom, but spread apart at the top to give sufficient room for the large head pulley. An endless belt passed thru the box over a band wheel at either end. Buckets in the form of quarter cylinders were attached to the belt. The engine was usually lodged in a separate building to eliminate danger so far as possible in case it "blew up," this tendency being one of the failings of the early high pressure engine.

**DRIERS AND CLEANERS** were new appliances inaugurated in the 60's. In the Reed elevator in Chicago, a drier, Marsh's patent, was installed. The grain was elevated by means of the marine leg and was discharged so as to spread over a perforated metal surface containing 800 sq. ft. It was drawn across the surface by means of a mechanical rake. The half toward the receiving end had an undercurrent of hot air and the other half an undercurrent of cold air. It could dry and cool 500 bus. per hour.

As the tide of immigration moved westward into the prairie states more and more elevators were needed and all were built on new and more improved lines. The largest one ever constructed prior to 1866 was one at Chicago owned by Flint & Thompson, Geo. Clark of Buffalo being the builder. It had a capacity of a million and a quarter bushels. Other lake ports became grain centres and later, the Falls of St. Anthony in Minnesota attracted many millers whose names are still familiar to members of the grain trade.

And so the work has gone on, until now, America, the home of the elevator, counts grain growing one of its greatest industries. Its surplus during the past few years has fed millions of starving people, but it is handled on the same principle which was evolved by the humble miller Evans, of whom some one has said:

"His life was a pathetic record of struggle and poverty in spite of farseeing genius and high inventive skill. He, with no misgivings as to the future, saw with prophetic eyes all that we now see."

**THE SUPPLY OF RATIONED** foods in Germany is so inadequate that consumers are being compelled to purchase their provisions thru illicit channels at exorbitant prices. The weekly ration of potatoes is under two pounds because of the shortage. Supplies in the country are still plentiful; but it is difficult to transport them. It is feared that before the end of the year the index figure will rise to Mk. 260, and the supplies will be even shorter than they are now. Food control is still to be maintained, in the face of this condition at the present time, because the government fears that the return to decontrol would be accompanied by grave social upheavals. The food index figure was Mr. 130.65 in January, 1920, as compared with Mk. 114.65 in December and Mk. 63.75 in January, 1919.

## National Industrial Traffic Ass'n Meets.

The summer meeting of the National Industrial Traffic Ass'n was held at Philadelphia, June 17 and 18. J. H. Beek, executive sec'y, read the report of the executive com'ite.

The league indorsed House and Senate bills which will allow railways to own and operate boats on the great lakes.

The B/L com'ite reported that because of a recent supreme court decision further action would have to be taken by the Interstate Commerce Commission.

Luther Walter, an informal speaker, accused the carriers of not operating their properties at their maximum capacity. Representatives of the Pennsylvania Lines in attendance replied that this was only a temporary condition resulting from government operation.

Bribery resorted to in these days of car shortages and poor service is to be investigated by the com'ite on legislation.

H. B. 12953 which provides that no company operating boats on inland waters or in the coastwise service shall withdraw its service without permission of the Interstate Commerce Commission is strongly opposed by the league.

The membership com'ite reported that the league had grown so that it now had 789 members.

The league members had a long discussion on the telegraf companies and their liability for negligence, non-delivery and delay in the transmission of telegrams. Many members wanted a special meeting of the league to formulate views to present to the Interstate Commerce Commission hearing on telegraf companies July 26th. It was finally decided to adopt a resolution declaring it was the opinion of the league that telegraf companies should be held liable for their mistakes and delays in transmission of messages. A com'ite was also appointed to attend the hearing before the I.C.C. to present the views of the National Industrial Traffic Ass'n. Henry L.

Goemann of the Grain Dealers National Ass'n is a member of the com'ite.

Entertainment provided for visiting league members included a boat trip around the harbor and to Hog Island.

Rice imports during April totaled 27,065,840 lbs.; compared with 10,551,357 lbs, imported during April, 1919.

## Automatic Belt Tightener.

Under working conditions of varying loads and the changes in atmospheric moisture a grain conveyor belt will expand or contract in a way that it is difficult to deal with by using the hand-adjusted screw tightener that is so successful in other parts of the elevator where short belts are used or where there is only the gradual increase in length, by stretching of the belt, to consider.

None of the screw devices allow for contraction of the rubber belt, which may be subjected to excessive stress and to such increase of friction in the journals at the driven end as to start a fire. The automatic take-up is therefore practically a necessity for rubber conveyor belts.

The automatic tightener shown in the engraving herewith was designed for use in the Northern Central Elevator at Baltimore, Md., by Jas. Stewart & Co., and has the novel feature of multiplying the pull of the weights. This is accomplished by winding the wire ropes that pull the belt pulley around a shaft turned by a wheel much larger in diameter than the shaft, around the periphery of which wheel is exerted the pull of the counterweights by a second wire rope running to a sheave in the ceiling. Thus, if the rope attached to the carriage moves one inch the rope attached to the counterweight will move about four inches.

The two journals of the belt pulley are supported on two pillow blocks sliding on a pair of angle steel bars; and as the two ropes wind about the same shaft the bearing on each side of the belt is moved the same distance and the pulley shaft always kept in line.



Automatic Conveyor Belt Tightener.



# Trade Rules of Kansas

Adopted by the Kansas Grain Dealers' Association at Wichita,  
May 28, 1920

**Rule 1. Trade.**—It shall be the duty of both buyer and seller to include in their original articles of trade, whether conducted by wire or mail, the following specifications. (For exceptions to this rule see Rule 2.)

Number of bushels or cars; kind and grade of grain and grades applicable; price, basis; point of shipment or rate point; time of shipment; route; terms, weights, grades.

**2. (a) Usual Terms.**—Where the buyer and the seller have been trading on agreed terms and conditions, it shall be sufficient for the words "usual terms" to be used in telegrams and the use of said words shall imply that such terms and conditions as governed previous trades of a like character shall obtain.

**(b) Terms.**—The word "Terms" shall mean that the weights and grades of a shipment shall be determined in the market agreed upon at time of sale, it being understood, in addition, that whenever applied to a terminal market, the word "terms" shall be construed to mean that all the rules governing such market shall obtain.

**(c) Regular Market Terms.**—"Regular Market Terms" shall mean that the official inspection and weights of some Board of Trade, State, or disinterested public inspection and weight department, shall govern.

**3. Card Bids.**—The acceptance of a card bid shall carry with it a full acceptance of the written and printed conditions contained therein.

**4. (a) Confirmations.**—It shall be the duty of both buyer and seller, on date of trade, to mail, each to the other, a confirmation in writing (the buyer a confirmation of purchase, and the seller a confirmation of sale) setting forth the specifications as agreed upon in the original articles of trade. Upon receipt of said confirmation, the parties thereto shall check carefully all specifications named therein, and upon finding any differences, shall immediately notify the other party to the contract, by wire, except in the case of manifest errors and differences of minor character, in which event notice by return mail will suffice.

**(b)** When either of the confirmations contain provisions at variance with the conditions expressed in the card bid, or other written or printed bid, the provisions of the said card, other written or printed bid, shall govern, except when both parties to the contract shall waive the irregularity, by signing the confirmation, in which event the confirmation thus signed shall be understood to express the terms of the contract.

**(c)** A contract, according to "Common Law" as well as "Justice and Equity" does not become a contract until clear and conclusive evidence shows that the minds of both buyer and seller have met in agreement on the vital subject matter of the contract.

**(d)** When either buyer or seller receives a written or printed confirmation of a trade, which is the only confirmation issued, if same is retained longer than the day on which it is received, without wire protest, and return of confirmation by first mail for adjustment, then that confirmation is the contract.

**(e)** When both buyer and seller pass written or printed confirmations of a trade to each party, and said confirmations do not agree on the essential subject matter of the contract, and neither buyer nor seller objects by wire the day the same is received, then the confirmation of the buyer will govern.

**(f)** Where confirmations of purchase and sale do not coincide in material substance, it shall be the duty of both parties to wire, upon discovery of discrepancy, or apparent error, and attempt to reconcile the difference. If reconciliation cannot be made by nine A. M. the following morning, after error has been discovered, the basis of adjustment by arbitration or otherwise shall be the market value at the close of the market the day the discrepancy in the contract was discovered.

**(g)** If a printed confirmation is used it shall be of the following form only:

(Here set out official form of the Grain Dealers National Ass'n) and all other terms and conditions of sale desired shall be set forth in writing on such confirmation form or a letter accompanying it. Any printed terms in a confirmation form at variance with the form above shown and hereby adopted as the official confirmation form of the Kansas Grain Dealers Ass'n shall be held to be of no effect and void.

**5. Time of Shipment.**—(a) In making contracts, a specified time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days excluding date of sale in which to load and ship grain to apply on a sale for shipment.

**(b)** The word "ship" when used in the rules shall mean that shipping instructions have been filed with the railroad company by the shipper, and bill of lading dated within contract time.

**(c)** Grain to apply on a sale for shipment must be actually loaded, and billing instructions must be furnished the Railroad Company in accordance with the custom then in vogue at the shipping point.

**(d)** When the words "immediate," "quick" and "prompt" are used, the following meanings shall be implied: "Immediate," three days; "Quick," five days; "Prompt," ten days. Where no specifications as to time of shipment are named in the contract, "prompt" shipment shall be implied.

**(e)** Cars diverted shall apply on contract in accordance with date of original bill of lading if diverted within contract period, and not more than two diversions allowed, provided that more than three days' delay in transit has not been occasioned by such diversion. Provided, further, that carloads already rolling which can be diverted in contract time so that movements are equal in point of travel to direct shipments within contract time, may be applied.

**6. Billing Instructions.**—(a) In case grain is sold for three or five days shipment, the buyer shall furnish billing instructions by wire on request, unless said instructions were embodied in the original articles of trade.

**(b)** The buyer shall be allowed three calendar days within which to furnish billing instructions on sales for deferred shipment, and must furnish the said billing instructions any time after three days, when requested by the seller. Should the buyer, after the expiration of the allotted three days, fail to furnish shipping instructions on demand, the seller shall have the right to cancel the contract outright, charging the buyer his loss, if any, based on the market difference, or sell for the account of buyer, twenty-four hours' notice by wire having been given by the seller of his intention and election.

**(c)** Shipping instructions furnished by the buyer before the expiration of said 24 hours must be accepted by the seller.

**7. Defaulted Contract.**—When the seller finds that he will not be able, or refuses, to complete a contract within the agreed time, it shall be his duty at once to advise the buyer by mail, telephone or telegraph, whereupon it shall be the duty of the buyer at once to elect either to buy in or to cancel the deficit, or with the consent of the shipper to extend the contract to cover said deficit. If the seller fails to notify the buyer of his inability to complete his contract as above provided, the liability of the seller shall continue, until the buyer, by the exercise of due diligence can determine whether the seller has defaulted, when the buyer shall immediately (a) agree with the seller upon an extension of the contract to cover the deficit, (b) cancel the contract outright, or (c) buy in the deficit for the seller's account.

**8. Incomplete Shipment.**—When the seller fails to complete a contract for shipment within the agreed time, it shall be the duty of the buyer immediately to extend, buy in, or cancel the deficit, said deficit to be determined by the quantity already weighed up, plus sellers' weights or estimates, on shipments en route. Whenever sellers' weights or estimates have not been furnished on shipments not yet weighed, it shall be the duty of the buyer to estimate the weight for the purpose of fixing the deficit.

**(a)** Surplus grain when destined to market centers shall be taken to account by the buyer, at the current market price on the day after the last car is unloaded, unless buyer and seller sooner agree on disposition of surplus.

**(b)** When grain is destined to other points than market centers and there is a surplus shipped on the contract, the buyer must receive the amount the contract calls for and if the seller agrees he may take the surplus at an agreed price or sell for the account of the shipper.

**9. Demurrage.**—The seller shall be liable for any demurrage charge accruing on grain billed to "shipper's order" when such charges can be shown to have occurred by reason of the inability of the buyer to get possession of the bill of lading whenever said bill of lading is necessary to furnish disposition.

**10. Sample Grain.**—It shall be the duty of the seller of grain by sample to furnish grain fully up to sample. The word "sample" used in this connection shall mean a portion of the shipment, or of the lot from which shipment is to be made, and must represent the identical grain shipped or to be shipped. The words "Type Sample" shall mean sample of

like character but not necessarily identical in all respects with the grain shipped or to be shipped. Shipments rejected on account of quality shall be compared with the sale sample, by an agreed com'ite, and the finding of said com'ite shall be final. Should the finding be in favor of the buyer, the buyer shall at once notify the seller, by wire, and it shall be the duty of the seller to make satisfactory adjustment with the buyer within twenty-four hours; at the expiration of which time, if not adjusted, the shipment shall be subject to the order of the seller and it shall be the duty of the buyer to buy in, cancel or extend the defaulted contract, and notify the seller of his action. Should the buyer and seller fail to arrive at a basis for adjustment that would enable the buyer to handle such grain not up to sample, and should said grain be finally rejected, it shall be the duty of the seller promptly to reimburse the buyer to the full amount of money advanced on such a shipment so rejected.

**11. Loading Minimum.**—It shall be the duty of the seller to load cars in accordance with the rules and regulations of the initial railroad; and to assume any loss resulting from nonobservance of such rules and regulations.

**12. Telegrams and Telephones.**—The sender of a telegram or telephone message shall prepay the charges.

**13. Acceptances.**—Telegraph and telephone acceptances of letter and card bids for "track grain" must reach the office of the bidder within the time limit specified therein. Wire bids and quotations shall specify a time limit for acceptance.

**14. Interior Shipments.**—Grain sold on the basis of "regular market terms" cannot be forwarded to interior points by the buyer, without the consent of the seller, and the same rule shall apply to terminal market sales that do not contemplate public official weights and inspection.

**15. Invoice.**—It shall be the duty of the seller to mail to the buyer, or such other consignee as may have been previously designated by the buyer, an invoice, giving the initial and number of the car, kind and grade of grain, actual or estimated weight (state which), price, contract on which shipment is to apply, amount of draft drawn, and railroad routing.

**16. Bills of Lading.**—(a) Bills of lading attached either to draft or to invoice shall be original and negotiable, and in conformity with the specifications of the contract on which the shipment is to apply. Any loss resulting from irregular or incorrect bills of lading shall be paid by the seller.

**(b)** When trades are made on delivered basis, and no specification in contract as to origin it is seller's option as to where the commodity shall originate.

**17. Margin on Drafts.**—Where sales are made on destination terms, it shall be the duty of the seller to leave ample margin on his draft to provide for possible discrepancies in weights and grades.

**18. Balances.**—Any cash balance accruing to the seller on a contract shall be promptly remitted when said contract is complete.

**19. Overdrafts.**—When for any reason, an overdraft has been made on grain shipments, and has been discovered before the draft is paid, the buyer shall elect either to pay the overdraft for account of the seller, or to request the seller to reduce his draft to the proper amount. In the event that the buyer elects to pay the overdraft for account of the seller, and in cases where drafts are so paid, and an overdraft is not manifest until an account current is rendered, the seller shall reimburse the buyer on demand for the full amount of said overdrafts.

**(b)** If a buyer refuses to pay a draft because evidence seems to show that the seller is making an overdraft on the car in question, this fact shall have no bearing on the obligation of the shipper to fill his contract.

**20. Arbitration.**—(a) Where differences between members of this Association or between a member of this Association and a member of an affiliated Association, cannot be amicably adjusted, said differences shall, at the request of either party, be submitted to the Arbitration Com'ite of this Association or the state or local Association of which either one or both parties may be a member.

**(b)** The decision of the Arbitration Com'ite of this Association shall be final except as provided in Article IV of the Arbitration rules.

**(c)** Either party may appeal from a decision of the Arbitration Com'ite to the Tri-State Board of Appeals.

**21. Car Lots of Grain and Assorted Feedstuffs.**—These rules shall also govern transaction in feedstuffs in straight car lots, and grain, feedstuffs, and flour in assorted car lots.

**22. Weights and Inspection.**—(a) On grain sold track loading station, or delivered basis destination terms, it shall be the duty of track buyers, receivers, millers and consumers of grain at points of destination where no regularly constituted rules and regulations are in effect, to obtain the consent of seller to make such delivery, and then furnish to the



seller sworn or public certificates of weights and grade; giving the postoffice, date, name of elevator, mill or warehouse, where weights were obtained, name of the weighmaster's employer, name of the weighmaster, location or description of leaks, if any, the seal record, the railroad agent's written acknowledgment of said leaks, or other bad conditions, when and where the grain was unloaded, and the original paid freight bill, on grain sold delivered.

(b) On sales shipper's affidavit weights and grades, it is understood shipment must be made by the seller from his own stations, or from stations that operate under the same tariff rates, regulations and conditions, and he must furnish the buyer sworn certificates of weight, attached to draft or invoice, unless otherwise agreed at the time of sale.

**23. Grain Shipped from Terminal or Interior Markets.**—When grain is sold by telegraph, telephone or mail, by receivers or distributors, located in terminal and interior markets, it shall be understood and agreed that the public weights and grades of the market from which the grain is shipped shall govern.

**24. Terminal Market Sales.**—Sales made at any terminal market for a specific number of days shipment, shall be filled with shipments from the point from which sold, unless otherwise agreed or understood at time of trade.

**25. Off Grades.**—It shall be the duty of receivers, track buyers, and distributors of grain on regular market terms, to notify the seller of any failure to grade, so that he will receive such notice within 24 hours from date of inspection. The buyer then shall either apply the grain on contract at ruling market difference on day of arrival, or let the notice to seller be by wire, of that date, giving the condition of the grain, stating whether unloaded or still on track; whereupon, it shall be the duty of the seller receiving such notice to wire disposition at once. Off-grade grain sold for account of shipper shall not apply on contract.

**26. Routing on Grain Sold Delivered.**—Grain sold delivered shall be deliverable via any line at the discretion of the seller unless otherwise agreed at time of trade.

**27. Routing on Grain Sold Track.**—Grain sold track the original point of shipment shall be routed in accordance with the billing instructions furnished by the buyer.

**28. Alteration of Contract.**—The specifications of a contract cannot be altered or amended without expressed consent of both buyer and seller, confirmed in writing. (This abolishes the custom of "silence confirms.")

**29. Seller's Inspection.**—Grain sold for delivery, seller's inspection, shall be covered by an inspection certificate of the grade contracted. The submission of a certificate of a lower grade to apply on a contract for a higher grade, shall be authority for the buyer to sell the grain, represented by such certificates, for the account of whom it may concern, and proceed to buy in, cancel or extend the original contract for account of the seller, notifying him at once, of such action.

**30. Stored Grain.**—Grain stored in terminal, regular elevators cannot be applied on sale for shipment except by consent of the buyer.

**31. Carload.**—A carload shall consist of bushels as follows: Wheat, 1,100; shelled corn, milo maize, kafir corn and feterita, 1,100; ear corn, 700; rye, 1,100; barley, 1,250; oats, 1,600. Provided, that where rules of carriers lawfully on file with the Interstate Commerce Commission or State Railway Commissions provide for minimum carload weights in excess of the above, such minimum weights shall constitute a carload within the meaning of this rule.

**32. Grain in Transit.**—Grain shipped prior to the date of sale cannot be applied on contract without the buyer's consent.

**33. Size of Cars.**—(a) When bushels are sold and the size of cars to be loaded is not mentioned by the buyer, it shall be the privilege of the seller to load cars of a size suitable to his convenience; he, the seller, to answer to the railroad for the fulfillment of their minimum weight requirements.

(b) When a certain number of given capacity cars are bought at a given price, it shall be the duty of the shipper to ship the given number of cars loaded to the capacity contract specifies.

**34. Term "24 hours."**—The term "24 hours" as used in these rules shall be construed to mean 24 hours including Sunday or legal holiday.

**35. Brokerage.**—Brokerage shall be credited when contract is accepted by principals to the transaction.

**36. War Tax on Freight Charges.**—On all grain sold delivered it shall be the duty of the seller to pay the tax imposed by the Federal War Tax Law entitled, "An act to Provide Revenue to Defray War Expenses and for other Purposes," approved Oct. 3, 1917. It shall be the duty of the buyer to pay the said tax on all grain bought f. o. b. shipping point. (It is the intention of this rule to impose the said war tax upon the party who by the terms of the contract assumes liability for the freight

charges. The rule shall be in effect until the said war taxes are abolished.)

**37. Condition Guaranteed Upon Arrival.**—Where grain is sold with condition or grade guaranteed at destination, it shall be the duty of the buyer to ascertain by inspection or otherwise the condition or grade of the grain within forty-eight hours after arrival at destination. In case the buyer fails to ascertain the grade or condition, as provided above, he shall waive all right under the guaranty of the contract. Diversion of the shipment by the buyer to some point beyond the billed destination shall constitute an acceptance of the grain and a waiver of the guaranty.

**38. Exchange and Collection Charges.**—The inherent right of the seller to collect his drafts through the bank of his choice shall not be questioned. It shall be the duty of the buyer to pay exchange and collection charges on domestic drafts, when the transaction is made "track point of shipment." It shall be the duty of the seller to pay such charges in all other cases.

THE BRITISH GOVERNMENT and that of the Commonwealth of Australia have come to an arrangement by which the whole of the balance of the British Government's purchase of wheat and wool remaining in Australia will be shipped to England and disposed of to the trades concerned, within the next few months, according to late reports. A government appeal to British ship-owners resulted in the turning Australia-wards of over 20 cargo boats having an aggregate carrying capacity of 200,000 tons, from India, China, the Cape, the Mediterranean, and other routes. These vessels will load wheat to their full capacity, and will be followed by a number of other vessels of the tramp class, with the end in view of getting the whole of the wheat shipped within the next three months.

## Al Swanson.

At the last annual meeting of the Kansas Grain Dealers Ass'n Al Swanson of Coats, Kan., was chosen to serve as a Director for the year 1920-1921. Mr. Swanson has been identified with the grain trade of Kansas for more than fourteen years, having been manager of a line company house for five years, and manager of a Co-operative Ass'n operating an elevator nine years. He was also owner of a grain business for some time.

Mr. Swanson is deemed a very valuable man to have on the Directory, for he is a college graduate; has been admitted to the bar and has had considerable experience as an accountant. His wide and varied experience should be an excellent asset to further the work of the Kansas Grain Dealers Ass'n.



A. Swanson, Coats, Kan.

## Seeking Cars for Shippers.

Would-be grain shippers of Nebraska, Iowa and Kansas have been holding meetings, protesting against the congestion of cars at terminal markets and appointed committees of influential men to assist in getting cars to relieve the congestion and expedite the marketing of last year's grain. Relief has been promised time and again, but still large quantities of grain are held on the farms because country elevators are full.

At a meeting of representative men from various lines affected by the car shortage, in Topeka, Kan., Saturday, June 19, a committee was selected to go to Washington to present the matter to the Government officials. The resolutions adopted by this Wheat Marketing Conference called by the Kansas State Board of Agriculture follows:

With the 25,000 bus. of the 1919 wheat crop still to be moved and the Kansas crop just ready to harvest indicating 110 million bushels that will be ready for shipment in the next 90 days; with not a single car in storage for the transportation of the unsold 1919 wheat, and every transportation line several hundred cars short every day.

Whereas, a year ago there was approximately 21,000 cars in storage awaiting the transportation of our wheat crop, the wheat growers of the Southwest are confronted with the most serious problem they have ever faced.

We warn the wheat producer of the Southwest that he must avail himself of every opportunity for the storage of his crop by stacking or storing in bins which he himself must prepare. In all probability 40 per cent of the new crop must seek an early market. Therefore the other 60 per cent should be kept back on the farm if possible.

We urge that all elevator and warehouse capacities be utilized to the greatest possible extent in storing this wheat at the initial shipping point. We are informed that the 500 elevators of the state of Kansas are willing to offer 7,500,000 bus. of storage capacity as their part towards relieving this critical situation, and it is hoped that the larger elevators and warehouses will also contribute their share.

We favor the storing of wheat by the wheat grower in bins on his farm or in elevators until stabilizing price influences prevail which are commensurate with the cost of production plus a reasonable and fair profit.

We recommend as an emergency measure for the wheat grower who is unable to market his wheat under present marketing conditions, that the federal reserve banks permit the rediscounting of loans by local banks secured by wheat.

We are informed from reliable sources that practically no cars are available for the purpose of shipping threshing coal from the mines. In less than two weeks there will be a demand for at least 2,000 cars of threshing coal with practically none delivered. We demand that emergency service be furnished that this coal may not delay threshing which would result in great damage to the crop.

The records of the Railroad Administration up to March 1st and the subsequent reports of car distribution clearly indicate that in proportion to the volume of traffic to be moved, the assignment of cars to Kansas and to the trans-Missouri territory has been very far below that which should have been the case on a basis of the traffic to be moved.

We urgently request that the Interstate Commerce Commission and the Car Service Committee of the American Railroad Assn. give this matter their very earliest attention in the hope that the necessary relief may be afforded.

We further recommend that a committee composed of a representative of the wheat growers, the milling and elevator interests, and terminal elevators, state board of agriculture, state farm bureaus, farmers' unions, the Grange and the bankers, be appointed to present this request to the Interstate Commerce Commission and the Car Service Committee of the American Railway Ass'n at as early a date as possible, and take such other steps as will enable the Southwest to market its wheat.

We also call attention to the fact that for months past the port of Galveston has been blocked through failure of the shipping necessary to move the grain handled thru that port. We urge upon the United States Shipping Board the necessity for providing sufficient number of vessels to keep the export wheat moving freely through Galveston and other wheat export gulf ports. Blocking these ports has been one of the serious factors in reducing the efficiency of the railroad car equipment.

We call the attention of the wheat producing, milling, banking and transportation interests that the big problem beyond this emergency relief that we are now seeking is the preparation of large and permanent storage capacity near the central market for the wheat producer.

We recommend that each organization appoint a committee to formulate plans and work out details for such storage.



## Feedstuffs

NIWAT, COLO.—The Denver Alfalfa Milling Co. has purchased the Niwat Alfalfa Mill.

BIRMINGHAM, ALA.—The Tennessee Mill & Feed Co. contemplates the erection of a new warehouse.

ALBERT LEA, MINN.—Work is progressing rapidly on the Hartland Feed Mill under construction at this city.

EAST ST. LOUIS, ILL.—Forty salesmen of the Golden Grain Milling Co. held their annual meeting recently.

BUFFALO, N. Y.—M. P. Ryley, pres. of the Globe Milling Co. has purchased a feed mill at Clarence, a Buffalo suburb.

RANDOLPH, KAN., June 10.—First alfalfa crop was light in this locality.—J. A. Annell, mgr., Farmers Union Co-op. Ass'n.

IN SPITE of all the prepared feed shipped into Montana during the winter it is estimated that about 40% of the stock perished.

A BILL providing for the inspection of bran, shorts, and commercial feeds has passed its third reading in the Canadian House.

GILMER, ILL.—The Lake County Feed Co., recently purchased by S. L. Tripp of Area, is under the management of Henry Kane.

ST. PAUL, MINN.—The Molasses Feed Co. contemplates the erection of an elevator and feed plant to cost approximately \$100,000.

RIVERTON, VA.—We have just completed our concrete storage tanks having a capacity of 40,000 bus.—The Shenandoah Milling Co.

BESSEMER, MICH., June 11.—We have started building a feed warehouse.—R. Bergeron, sec'y, Farmers Milling & Elevator Co.

SELMA, ALA.—Demand for feedstuffs is limited at present owing to the abundant rain making luxurious pasture.—Rivers F. Ross.

MANHATTAN, KAN., June 11.—First cutting of alfalfa finished. Only about half a crop Second cutting will also be light.—L. D. Arnold.

HENDERSON, N. C.—Our season for feeds has been longer this year than for many years past. The demand here for feeds is still good.—Vanco Mills.

KANSAS CITY, MO.—C. L. Fontaine, Jr., formerly with the Midland Flour Milling Co. is now with the General Commission Co., Kansas City feed handlers.

THE MARITIME Trading Corporation, New York, N. Y., has registered the words "Red-E-ver" as its trade mark No. 121,813 for use on stock and poultry feeds.

THE J. J. BADENOCH Co., Chicago, Ill., registered word "C-EM-GROW" in capitals as its trade mark No. 114,312 for use on stock and poultry feeds.

OIL CAKE and oil meal shipments to Porto Rico during April amounted to 7,500 lbs.; compared with shipments during April, 1919 of 85,760 lbs., from the United States.

### Exports of Feedstuffs.

April exports of feedstuffs, compared with April, 1919, and for the ten months ending April, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	1920.	1919.	10 mos. ending April, 1920.	1919.
Bran & mlds., tons	869	531	2,396	5,881
Corn oil cake, lbs.	1,875		512,675	70,970
Cottonseed cake, lbs.	241,920	47,753,507	338,927,245	117,629,478
Cottonseed meal, lbs.	189,729	15,346,605	110,327,090	120,493,028
Dr. gr. mlt. spts., tons	16	22	1,421	232
Linseed cake, lbs.	1,016,000	47,909	170,303,436	117,275,000
Linseed meal, lbs.	1,408,675	1,430,284	16,865,064	38,814,491
Milfeed, tons	1,666	735	11,069	4,974

THE INTERNATIONAL Sugar Feed Co., Minneapolis, Minn., registered the word "Climax" in capitals as its trade mark No. 98,945 for use on mixed poultry and stock feeds.

KANSAS CITY, MO.—The Kansas City Flour & Feed Club held a meeting and dinner recently at the Muhlbach Hotel. Included in the questions discussed were "trade rules" and "inspection systems."

IAEGER, W. VA.—The Iaeager Feed Co. has been incorporated for \$25,000. Incorporators are John L. and T. H. Hardin, Iaeager; C. H. Jennings, Princeton; W. M. Payne, English; and J. L. Kennedy, Iaeager.

REGULATIONS on paper bag shipments of grain products ordered by the Consolidated Classification Rules to become effective July 1, 1920, have been postponed and will not become effective until August 15, 1920.

MADERA, CAL.—Saunders & Bell, grain dealers at this point, intend to enter the feed business and handle barley feeds for stock and chickens. Maintenance of a San Francisco warehouse is also being considered.

DONMEYER, GARDNER Co., Peoria, Ill., has registered a shield-shaped device bearing the words, "Farmers Choice," as its trademark, No. 129,490, for use on mixed feeds for horses, cattle, hogs, dairy-cows, and poultry.

THE INTERNATIONAL Sugar Feed Co., Minneapolis, has registered the picture of the head of a hog within a circular sawtoothed border within a rectangular sawtoothed border, as its trademark No. 117,490 for use on hog feed.

WALDO P. JOHNSON, Chicago, Ill., has registered a design of two large letter Ks between which is the picture of a chicken and the letters "no shrink", to spell Kno-Shrink, as his trademark No. 121,798 for use on poultry feeds.

MARLBORO, MASS.—James P. Steele, in the grain business nearly 30 years and until recently manager of the City Grain Co., has been appointed district manager for Vermont and New Hampshire by the American Milling Co. at Peoria, Ill.

CINCINNATI, O.—The Simons Milling Co. will move about July 1 to a remodeled tobacco warehouse. New machinery installed will give a production of four sacks of feed a minute. Storage space is also provided for about 600 cars of feed.

COLUMBUS, O.—The Feedingstuffs case which has been in the courts for nearly five years has been acted upon by the Supreme Court of Ohio. The law requiring registration and license fees has been declared constitutional and must be complied with.

KANSAS CITY, MO.—The Alfalfa Grain Products Co. announces the following new officers: pres., I. M. Hynne; Secy., M. C. Hynne, and treas. and mgr., W. J. Geiger. The president and secy. have been with this concern for a number of years. Mr. Geiger formerly was with the Kornalfalfa Mills at Kansas City.

PHILADELPHIA, PA.—The William Kolb Feed Co. lost \$20,000 by a fire recently. The fire started in the basement and was discovered by T. B. Smith, an employee. All of the 30 other employees got out of the burning building in safety. Smith, caught in the building when the first floor caved in, was thrown into the basement but was not seriously injured.

COUNCIL BLUFFS, IA.—A warehouse of the Interstate Flour & Feed Co. was partially destroyed by fire. Two thousand sacks of flour and feed valued at \$15,000 were burned. The plant would have been completely destroyed were it not for the protection afforded by the iron siding on the warehouse. As usual, considerable damage to the plant was caused by water. The fire originated in an adjoining garage. Loss completely covered by insurance.

A special legislative committee on commercial feeding stuffs law recently announced by the Millers National Federation is composed of William G. Crocker, chairman, Minneapolis, Minn.; G. A. Breaux, Louisville, Ky.; Martin Ismert, Kansas City, Mo.; W. V. Hamilton, Caledonia, N. Y.; Bert Ingels, Vallejo, Cal.

NEW YORK, N. Y.—The Sterilized Stock Feed Corporation was recently incorporated for \$1,500,000 and will manufacture a line of sterilized stock feeds at Everett, Mass. and New York, N. Y. The incorporators are Percy W. Tingley, Stephen L. Tingley, Everett, Mass.; and B. A. Roane, Boston, Mass.

CLINTON, IA.—The Marx Feed Milling Co. has let contract to Burrell Engineering & Construction Co. to erect a 50,000-bu. elvtr. in connection with a feed plant and to provide for 148,000 gal. of molasses in storage tanks. The firm will manufacture a complete line of feeds. W. M. McIntosh is Pres., A. J. Meyer, Sec'y-Treas.

RALSTON PURINA Co. recently declared a 400% stock dividend on its \$1,000,000 capitalization. Present plans of the company are to issue \$4,000,000 additional common stock to be distributed among common stock holders. An increase in preferred stock from \$500,000 to \$4,500,000 is also contemplated. Of the preferred stock issue \$1,500,000 is to be distributed among preferred stockholders.

OAKLAND, CAL.—Work is being rushed on the new plant of the Western Milling Co., which, when completed, will manufacture the "Besgrade" brand of cereal and animal feeds as well as flour. In order to speed up the work so that the plant will be in operation to handle the new crop, Pres. James Macdonald of the Macdonald Engineering Co. has gone to Oakland to personally supervise the construction.

MINNEAPOLIS, MINN.—The Milwaukee Elevator Co., when prosecuted by the Bureau of Chemistry of the Dept. of Agriculture on the charge of having adulterated and misbranded oats, pleaded guilty and was fined \$160. The shipments were made in 1917 from Minnesota to Maryland and Virginia, and had been invoiced as 34-lb. clipped oats, tho containing 17 to 37 per cent of foreign substances such as wild oats, chaff and dirt.

A CAR of molasses feed or any other so called "wet feed" will be considered loaded to full visible capacity when loaded within three feet of the roof of car and has a weight of not less than 40,000 lbs. Provision is also made for shipping two consignments of feed in the same car. When the Interstate Commerce Commission made this order it explained that the minimum load of 50,000 lbs. was injurious to many shippers.

TOLEDO, O.—The Sheets Elevator Co. of Cleveland, O. has purchased the elevator and feed mill of W. H. Haskell & Co. Before the war this plant was used for the manufacture of corn products for brewers and distillers. Everything in the line of corn handling machinery is included in its equipment. Storage space is provided for over 100,000 bus. of grain. George C. Eicher, formerly with the Toledo Mill & Elevator Co. will be manager. The Sheets Co. recently increased its capital stock from \$200,000 to \$1,000,000. A part of this increase has been used in the purchase of the Toledo plant. Since the Sheets Co. has absorbed the Gates Elevator Co., Spear Bros. and the G. E. Conkey Feed Co., business has increased so that now branches have been established in Boston, Mass.; Atlanta, Ga.; Portland, Ore., and Los Angeles, Cal. Officers of this company are James M. Sheets, pres.; Frank M. Sheets, sec'y. and A. A. Kemer, treas.

THE BRITISH GOVERNMENT has no control over prices of consumption of Egyptian cotton crop, other than restrictions relative to the acreage for the planting of cotton, which is restricted in favor of cereals, according to the Department of Overseas Trade.



### American Feed Manufacturers Meet.

With a total attendance of nearly twice that of any previous meeting in its history, the American Feed Manufacturers' Ass'n held its twelfth annual convention at the LaSalle Hotel, Chicago, June 17 and 18. Feed manufacturers, alfalfa millers, feed dealers, jobbers, brokers and supply men came from many sections of the country—as far west as Denver, as far East as Boston, and as far South as New Orleans. The large increase in the demand for mixed feeds during the past year has caused many new feed manufacturing plants to be built, and the membership of the Ass'n has materially increased.

THE FIRST SESSION was called to order by Pres. H. A. Abbott at 10 o'clock Thursday morning. Mr. Abbott, being a Chicago man, delivered the address of welcome to the visiting feed men and at the same time gave the President's Annual address.

#### President Abbott's Address.

As your President, I greet you. It gives me satisfaction and courage to perceive the genuine interest taken in these gatherings as well as the welfare of the organization.

The feed manufacturing business has developed in twenty years from an infant to a giant industry. It is not strange, therefore, that our troubles and anxieties have tried our patience and at times placed a heavy burden of financial strain and trade obligation. Fortunately we are, though, that strong farsighted and capable men have risen to the defense and support of a much abused and misunderstood industry. Their efforts have drawn much on their time and strength, but it has been such self-sacrifice that has made it possible for the industry to avoid dangerous pitfalls during times of emergency.

The broadening field and logical opportunity presented by the feed manufacturing business has led many new firms to compete with keen rivalry for their predecessors' trade, as well as to extend the use of mixed feeds. Seldom does a new firm enter the market, but what its very presence stimulates trade and boosts the business. Assuming, of course, it is intelligently guided by a knowledge of the business and an intent upon upbuilding its trade for profit and perpetuity.

We are finding since the war an expansion by several well established houses, so as to take advantage of other market centers to lessen cost of production for distribution into new areas. This expansion paves the way for a more direct contact between producer and consumer, eliminating surplus haulage, thereby serving customers more efficiently, promptly, and economically.

The "High Cost of Living" is not an idle phrase even though it is caricatured so frequently, but on the contrary is so much of a reality its effect is felt in every walk of life and our attention and thought is focused on the subject almost hourly.

Business everywhere should follow a conservative policy during these trying times and reflect the confidence which must ultimately survive. Lost motion must be eliminated, economies practiced and unnecessary speculation avoided. War has left us an inheritance in the matter of extravagance both public and private which, for the safety of the future, must be curbed and orderly reduced to prevent a panic and its resultant calamities.

Mixed feed manufacturing is an essential industry, distinctly a necessity, and a most important link and powerful factor in conservation. Its highly experienced purchasing forces, up-to-date methods of conversion of raw materials, blending facilities and merchandising organizations, have proved indispensable to our agricultural livelihood.

The cost of existence, if you please, can be reduced by frugality, self-denial, the increased production of necessities, the proper curtailment of non-essentials, and the proper distribution of labor.

I once heard a lecture by an eminent astrologist who prophesied that some day all mankind would fight a common foe—starvation. We at least can postpone such an evil day by the proper reclamation and cultivation of neglected lands, intensified farming and the efficient interchange of surplus production from one section to another. The finality, of course, is food for man and beasts of burden. As domesticated animals outnumber our population and their eating capacity is larger and character of food bulkier, the problem of feeding them becomes proportionately greater and more complicated. The feed manufacturer, therefore, can make himself an economic necessity and a service to the community by painstaking effort in methods of manufacture and distribution.

The feed industry is unfortunately confronted at the moment with a general inability to produce in the same proportionate volume as in the

past. This, however, is not peculiar to the feed business, as reduced production is found in every endeavor where the element of labor and transportation cuts a figure. The serious freight conditions resulting from greatly curtailed efficiency of the railroads is one of the greatest handicaps. These resultant consequences have been so far reaching at times during the past year, that the business man was almost overwhelmed in his endeavor to continue operation upon anything like a profitable basis. More than that, parts of the country often are in such dire need of supplies that irrespective of prices, the physical obstacles have made it entirely impossible to come to their rescue as promptly as should be.

We are burdened by the inadequacy of facilities for solicitation of business, either in the procurement of experienced sales representatives or they are, in turn, embarrassed and hampered by passenger service, hotel accommodations, telephone, telegraph and in fact postal deliveries. All are contributing factors and should be improved rather than be allowed to continue to hinder a sane, safe execution and expansion of business enterprise. It is well to bear these handicaps in mind rather than attempt to evade them, because it is only through the constant publicity of such difficulties that proper correction can be brought about.

It is highly important that feed manufacturers should lend their support to all constructive measures which may lead to the improvement of business methods and conditions. You are often called upon through your trade associations to support important measures being introduced in Congress by the United States Chamber of Commerce, and it is to your interest to see that proper consideration is given to all such subjects as many of them are vital to you.

George A. Chapman, Chicago, Chairman of the Executive Com'ite reported the activities of his Com'ite since the last regular meeting of the Ass'n. This was followed by the report of Sec'y L. F. Brown, Chicago.

W. R. Anderson of Kansas City read the Treasurer's report, and R. M. Field reported for the Traffic Department.

After the appointment of com'ites by the President the meeting was adjourned until afternoon.

THE THURSDAY AFTERNOON SESSION was given over to reading of important papers pertinent to the feed manufacturing business. Dr. H. P. Armsby, State College, Pa., and Director of Institute of Animal Nutrition in Pennsylvania State College, treated thoroughly the subject of National Nutrition.

Dr. E. V. McCollum, Department of Chemical Hygiene of the Johns Hopkins University, Baltimore, addressed the manufacturers on How the Chemist and the Feed Manufacturer can help the Farmer with his feeding Problems. Dr. McCollum is considered the best authority in the Country on this subject and naturally his message was eagerly received.

Dr. Andrew J. Patten of East Lansing, Mich., President of the Feed Control Officials of the United States, and a chemist of considerable repute, read a paper on The Relation of Chemistry to Feed Manufacturing.

Wayne Dinsmore, Chicago, Sec'y of the Horse Ass'n of America, delivered an address on Feeding 3,000,000 Horses.

FRIDAY MORNING three more interesting experts addressed the meeting. Dr. E. F. Ferrin, Manhattan, Kan., Associate Professor of Animal Husbandry, Kansas State Agricultural College, spoke extemporaneously on Neglected Factors in Swine Feeding.

Dr. G. F. Heuser, Ithaca, N. Y., Professor of Poultry Nutrition, New York State College of Agriculture, read a paper on Feeding Poultry for Economical Production.

Dr. E. B. Forbes, Wooster, O., Department of Nutrition Ohio Agricultural Experiment Station, delivered the last talk of the morning, his subject being Mineral Feeds for Farm Animals.

FRIDAY AFTERNOON the meeting convened at 2 p. m. to deal with Ass'n business matters. The first thing taken up was the question of increasing dues of members. It was proposed to have a sliding scale of dues, taking into consideration the capital the feed manufacturer had invested in his business.

It was pointed out that the present revenue was insufficient to meet the requirements of the Ass'n. Another proposal was to classify the members as manufacturers, dealers, alfalfa millers, and brokers, and to base the dues upon the importance of classification to the trade. An assessment of 1/10th of 1% of the total investment in manufacturing feeds was proposed. By a motion, all the recommendations were referred to the Executive Com'ite for their consideration and decision.

The report of Auditing com'ite signed by J. W. Badenoch and C. L. Dodge was read by the Sec'y and accepted.

J. W. Anderson of Kansas City submitted a resolution in line with the recommendations made by Wayne Dinsmore with reference to subscribing to the stock offered the feed industry for boosting the Horse Ass'n of America.

A. D. MacLellan, Owensboro, Ky., read the report of the resolutions com'ite. The Resolutions adopted included one supporting the Horse Ass'n of America, a resolution of thanks to officers and to the men who had favored the convention by delivering addresses, and appreciation of the Chicago and Hammond Feed Dealers Ass'n for their hospitality and entertainment.

Geo. A. Chapman, retiring chairman of the Executive Com'ite, was called upon. He thanked the members of the com'ite and of the Ass'n for their close co-operation, and urged harmony and concerted action in the Ass'n affairs during the year 1920.

The report of the Nominating Com'ite was passed and the following officers for the ensuing year were unanimously elected: R. W. Chapin, Chicago, Pres.; C. A. Krause, Milwaukee, 1st Vice-Pres.; O. E. M. Keller, Chicago, 2nd Vice-Pres.; E. M. Wilson, Denver, Colo., 3rd Vice-Pres.; W. R. Anderson, Milwaukee, Treas.

[Continued to page 1204.]



Robt. W. Chapin, Chicago,  
President American Feed Mfrs. Ass'n.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—S. P. Davis sailed on the 19th aboard the "Finland" for England and Europe in the interests of our export trade.—S. P. Davis, Jr.

## CALIFORNIA

Modesto, Cal.—The Bomberger Bean & Grain Co. has succeeded Bomberger & Co. Officers are P. S. Bomberger, pres. and mgr.; F. M. Goodwin, vice-pres., and J. A. Coulter, sec'y.

San Francisco, Cal.—The Grain Trade Ass'n has posted the following notice: "Beginning June 1, 1920, all sales of produce and other commodities made by members of the Grain Trade Ass'n must be on a net weight basis, that is excluding the weight of the container."

## LOS ANGELES LETTER.

The California Grain & Milling Co. has been admitted to membership in the Grain Exchange.

The annual election of the Grain Exchange will be held the first week in July.

A fire in the leg of the elvtr. of the Great Western Milling Co. for a time threatened to destroy the building but it was quickly brot under control and the damage only amounted to about \$1,000. A night watchman discovered the blaze and was cool-headed enuf to immediately stop the machinery. The fire department had no trouble in putting out the blaze as it was thus confined to the leg only.

## CANADA

Farnham, Que.—The Farnham Grain Co. has been registered.—B.

Montreal, Que.—E. Galarneau, hay and grain dealer has recently been registered.—B.

Pimbe, Alta.—The Alberta Pacific Grain Co. Edmonton, will erect an elvtr. here.—B.

St. John, N. B.—The city has increased the wharfage on grain from 3c to 5c a ton.—B.

Bentley, Alta.—The Alberta Pacific Grain Co. of Edmonton, is erecting an elvtr. here.—B.

Ormstown, Que.—Geo. Baird is conducting the business of Thomas Baird & Son which has been established here for many years.

Moose Jaw, Sask.—The Ogilvie Elvtr. & Warehouse Co. is wrecking its warehouse here and will build a new one on the same site.

Ottawa, Ont.—The Canadian Wheat Board has issued an order extending the time for the delivery of wheat held by milling licenses in Ontario and Quebec from June 30 until July 31. The Board will purchase wheat up until that date if advice of desire to dispose of was given by June 15. This is taken as a safeguard by the Board in case control is extended for another year, so that there will be no period of non-control.

## WINNIPEG LETTER.

Winnipeg, Man.—The Caledonian Grain Co. Ltd. incorporated for \$200,000.—B.

Winnipeg, Man.—Caledonian Grain Co. has opened offices at this market. The capital stock of the company is placed at \$200,000.

Winnipeg, Man.—J. Dunlop, for the last 7 years gen. supt. of the grain elvtr. department of the Ogilvie Milling Co. and formerly grain inspector for the Dominion Elvtr. Co., died suddenly a few days ago. He had been ill for about two weeks but was not that to be in danger. He was 55 years old and is survived by his wife and three sons. His death is an inconsolable loss to his host of friends and acquaintances.

## COLORADO

Ft. Collins, Colo.—Our new elvtr. will have a capacity of 40,000 bus.—Moody-Warren Commercial Co.

Hillrose, Colo.—The Farmers Platte Valley Milling & Elvtr. Co. is building a 25,000-bu. elvtr. at this station.

Snyder, Colo.—The Snyder Elvtr. Co. has succeeded W. L. Bonett and is a branch of the Denver Elvtrs. Co.—X.

## DENVER LETTER.

Denver, Colo.—The Colorado grain dealers will hold their 5th annual convention at this city July 9 and 10.

Denver, Colo.—The Colorado grain dealers will hold their fifth annual convention in Denver on July 9 and 10. Banquet and trip to the mountains is planned for the visitors. Addresses by prominent grain men will be delivered. Grain dealers from all parts of the country are cordially invited.

Denver, Colo.—When the Omaha Trade Special, now homeward bound, pulled into this city there were many hearty greetings as the mayor gave the delegates the keys of the city. The grain delegates were the especial charge of J. S. Welsh who represents the Crowell Grain Co. here and the Scotts-George Grain Co. They enjoyed a splendid trip to Lookout Mountain and with the other delegates were guests at the banquet tendered the "special" in the evening at the Athletic Club.

## IDAHO

Buhl, Ida.—The Intermountain Farmers Equity Ass'n is considering the buying of the elvtr. of the Buhl Farmers Equity Ass'n.

Genesee, Ida.—Elvtr. at this point has been purchased by Mark P. Miller Milling Co. They have also purchased 100 flat warehouses for storing sacked grain along the railroad lines of Idaho and Washington.

Coeur D'Alene, Ida.—The office of the Coeur D'Alene Grain & Milling Co. was entered by burglars June 14 and the safe blown open and rifled. A clean haul of everything in it movable was made. Five hundred and seventy-eight dollars and thirty-two cents in checks and money was taken. Of this amount \$211.40 was in currency. Valuable papers, including government reports covering the last 10 years of business, notes, insurance policies and everything that had the appearance of value was taken in the loot.

## ILLINOIS

Decatur, Ill.—A. Heiser contemplates building an elvtr. on the I. C. Ry.

Carlinville, Ill.—C. Fieker & Co. will install new machinery in its plant.

Lakewood, Ill.—The new Lakewood Co-op. Exchange has bot an elvtr. here.

Kenney, Ill.—Miss Ethel Edwards has been hired as ass't mgr. for the Kenny Elvtr. Co.

Adrian, Ill.—We are installing electric motors in both of our elvtrs. here.—Adrian Elvtr. Co.

Dillsburg, Ill.—Robert Wood & Co. have installed a Hall Signaling Distributor in their elvtr.

Rumpler (Ogden p. o.), Ill.—A. C. Shank has succeeded A. M. Winter as mgr. for Frank Supple.

Troy Grove, Ill.—The Co-op. Grain & Supply Co. has doubled its capital stock making it \$40,000 at present.

Roselle, Ill.—The Farmers Co-op. Elvtr. Co. will do business this year in a small building just purchased.—S. B.

Beardstown, Ill.—The Schultz-Baujan Storage Co. incorporated by John, E. E. and A. G. Schultz and C. J. White.

Bloomington, Ill.—I am mgr. of our office here and C. E. DeWeese is mgr. at Rantoul.—L. E. McAtee, L. E. McAtee & Co.

Vera, Ill.—The Co-op. Equity Exchange has bot the elvtr., coal sheds and warehouse of D. H. Sproul.—David B. Parr, mgr.

Ipava, Ill.—J. H. McCune is no longer in the grain business and is now living at Rushville.—H. H. Andlein, mgr., Lumber Co.

Manhattan, Ill.—Altho the Farmers Grain Co. is in the hands of the receivers, it is open for business with Frank Mundt as mgr.

Blue Mound, Ill.—The elvtr. of the Farmers Elvtr. Co. is nearly completed and will be put into operation as soon as finished.

Minier, Ill.—The old office of the Minier Grain Co. formerly of the old Buehrig & Imig Grain Co. has been moved to another location.

Rantoul, Ill.—A. M. Winter is now mgr. for the Rantoul Grain Co. He was formerly mgr. for Frank Supple at Rumpler (Ogden p. o.), Ill.

Stockton, Ill.—F. E. Coppernoll is secy. and mgr. of the Stockton Co-op. Ass'n. which recently bot the elvtr. of R. L. Coomber here.

Eden, Ill.—I have sold my grain and elvtr. business to the Farmers Co-op. Co. and am out of the grain business at present.—H. F. Turner.

Longview, Ill.—Mail addressed to P. T. Irwin, formerly agt. for Paul Kuhn & Co. here, is returned, marked "removed to Charleston, Ill."

Tonica, Ill.—I have bot the elvtr. of the American Grain Co. at this station.—G. A. Cope, formerly of Strong & Cope at Earls-ville.

Edwards, Ill.—The recently incorporated Farmers Elvtr. Co. has completed its plans for a new elvtr. to be operated by electric power.

Hagarstown, Ill.—I am mgr. for the Co-op. Equity Exchange Co. here.—R. E. Thompson. (J. C. Causey was formerly mgr. of the company.)

Jerseyville, Ill.—We sold one of our elvtrs. at Kane to the Farmers Grain Co. and have wrecked the other one and had it hauled to this place.—E. Cockrell & Son.

Riola (Georgetown p. o.), Ill.—Riola is not a postoffice at present, it having been removed to Georgetown, Ill.—L. Holwick, agt., Paul Kuhn & Co., Riola (R. F. D. No. 1, Georgetown), Ill.

Rantoul, Ill.—We are still operating our elvtr. at Block but have sold the one at Dillsburg. We have moved our headquarters to the Transportation Bldg., Chicago.—J. S. Coon, J. S. Coon Grain Co.

Earlsville, Ill.—I have severed my partnership with R. A. S. Strong, at this station where we have operated as Strong & Cope, and have bot the elvtr. of the American Grain Co. at Tonica, Ill.—G. A. Cope.

Cairo, Ill.—The trading floor of the new Board of Trade was opened for the cash market for the first time June 14. The tables have all been rented and the city now has the long coveted cash grain market in full swing.

Wilsman, (Leonore p. o.), Ill.—The elvtr. here belongs to the Armour Grain Co. still as the deal with the farmers fell thru. They were unable to organize. The Farmers Co. of Leonore also tried to buy it and couldn't get the funds together.—Z.

Oneida, Ill.—The recently incorporated Farmers Elvtr. Co. is asking for bids on a reinforced concrete elvtr. and office building, complete with equipment and machinery. Miller, Holbrook & Warren have the plans and sealed bids will be received until 10 a. m., July 2.

Breese, Ill.—We have been in business here for the last 50 years and have decided to increase the volume of it as well as to expand its scope. We also contemplate doing a jobbing business, as well as a retail one, and we have further decided that in order to secure the hearty co-operation of our local customers, to distribute a portion of our stock among our local farmers. With this in view, the Breese Grain Co. has been organized with a capital stock of \$100,000 of which \$50,000 is to be issued at once. This new company will take over the assets of our company including the site where we are doing business; in fact, altho, the new company was not fully organized, it took charge of our company June 1. The management of the new company is the same as the old, A. C. Koch is pres; and O. G. Rumpf, sec'y-treas. The new company has assumed all our liabilities and is taking over all our assets, the company being taken over as a running business.—Koch Grain Co. (Now Breese Grain Co.)



Bloomington, Ill.—Loftus Ward, who until recently had charge of the office of Harrison, Ward & Co. at Clinton, Ill., will take charge of the Bloomington office of the company. J. M. Harrison, who until recently has managed the company's Bloomington office, will take charge of the offices at Heyworth, Wapella and Kempton.

Springfield, Ill.—The E. R. Conover Grain Co. has brot suit for attachment against J. T. West & Son, of Loda, for \$1,200 damages for alleged failure on the part of the latter firm to comply with and fulfill the terms of a contract entered into December 31, 1919, wherein J. T. West & Son are alleged to have sold and agreed to deliver to the E. B. Conover Grain Co. 6,000 bus. of oats.

## PEORIA LETTER.

Peoria, Ill.—The E. Lowitz Co. has closed its office in this city.

Peoria, Ill. — J. H. Ball, vice-pres. of the American Milling Co. has been admitted to membership in the Board of Trade.

Peoria, Ill.—The S. C. Bartlett Co. brot suit against P. V. Stoltz, formerly dealer in real estate, to recover \$19,000 on account of transactions in grain, due on open account, but the jury in the circuit court ruled against both parties. As these trades were legitimately executed the plaintiff ought to win on appeal.

## CHICAGO NOTES.

The interest rate on advances for cash grain assignments for the month of June have been fixed at 7% by the finance com'te of the Board of Trade.

J. Herbert Ware, who has been a member of the Board of Trade for the last 46 years, is resigning from the firm of Ware & Leland and has posted his membership for sale. He will go to New York to join his son, J. Herbert, Jr.

Open contracts in corn, oats and rye for July delivery as of June 30, must be reported by members of the Board of Trade. Each account must be analyzed so as to show the customer's name and amounts in each case. Firms having no open contracts are requested to so advise the sec'y.

By a vote of 330 to 15 the members of the Board of Trade June 22 amended paragraph 5 of section 3 of Rule XXII by striking out the words "of the new crop," in the first line, so that said paragraph shall read: "Provided that No. 4 corn can be delivered only during the months of November, December, January and February."

Clarence S. Woolman, formerly with his brother, Walter, in the Samuel C. Woolman Co., grain dealers of Philadelphia, is now connected with the Hales & Hunter Co. of this city. In fact he has been with them practically since his return from active war service for the government. Incidentally, he was married recently to Miss Laura Esler of Philadelphia.

Commencing July 1st, C. A. May of Minneapolis will represent us as traveling solicitor, visiting our grain shipper friends in Minnesota, South Dakota, extreme northern Iowa and western Wisconsin, in our interests. Mr. May is well and favorably known to shippers in that territory as he has for the past 8 years traveled for Hallet & Carey Co. of Minneapolis in the same states, and his many friends in that territory as well as all our shipper friends will, we are sure, be glad to see him. L. L. Druley, who for many years past has represented us, is taking an interest in an established business in Minneapolis, so cannot longer represent us. —H. N. Sager, sec'y. J. H. Dole & Co.

The Supreme Court of Illinois has recently decided that no constitutional question was involved by the fixing of a price by the directors of the Board of Trade at which to close out contracts for the delivery of corn in July, 1917. The case goes back to the Appellate Court for a decision on other points involved. Plaintiff, W. A. Thomson, of Louisville, Ky., had contended that the action of the Board impaired his contract made thru Thomson & McKinnon for the purchase of 20,000 bus. of July corn in April, 1917. Contrary to his orders the brokers settled as ordered by the directors of the Board, and he brot suit against the firm. This case covers an interesting legal point on the power of an exchange to alter a contract, and is being handled on behalf of the Board of Trade by Attorney Henry S. Robbins.

The retirement of the Grain Corporation from the wheat market means that Illinois proportional billing will be available to shippers of grain to Chicago, instead of the local rate.

Geo. F. Sheeren; H. R. Le Valley who took the membership of his father, John Le Valley, Lee H. Wolvin, of Winnipeg who takes the membership of R. M. Wolvin, of Cleveland, O., A. C. Beane, Henry Holt and J. H. Boyle have been admitted to membership in the Board of Trade.

## INDIANA

Preble, Ind.—The Preble Equity Exchange has succeeded the Preble Elvtr. Co.

Indianapolis, Ind.—McCoy & Garten will build a \$300,000 reinforced concrete warehouse.

Wanatah, Ind.—We have sold out to Wanatah Merc. Co. at this place.—S. D. Bailey & Co.

La Crosse, Ind.—The elvtr. bot by Chatterton & Son, of Lansing, formerly belonged to S. D. Bailey & Co.

Ambia, Ind.—The Ambia Grain Co. incorporated for \$50,000 by John Gay, Lovett Williams and Theo. Geise.

Columbia City, Ind.—We still own our elvtr. and seed business here and will continue to do so.—Crowell Grain Co.

Elwood, Ind.—Elwood Grain & Brokerage Co. incorporated for \$5,000 by C. S. Reed, J. D. Higbee and L. L. Cook.

Burney, Ind.—Delgar Moor, of Newburg, has bot the elvtr. of J. D. Sidener, of Hope. Possession was given June 1.

St. Joe, Ind.—Farmers Co-operative Co. incorporated for \$30,000 by John Ulm, Frank E. Johnson and Frank B. Rhodes.

Carlisle, Ind.—White & Wilkinson have enlarged their elvtr. and installed a Midget Flour Mill.—Farmers Union Elvtr. Co.

Whitestown, Ind.—Adolphus Dulin is temporary pres. of the recently organized Whites-town Co-op. Grain & Supply Co.

Hamlet, Ind.—I am now with the Hamlet Grain Co. here.—B. H. Sidle, mgr. (Formerly mgr. for Grover Hill Grain Co. at Grover Hill, O.)

Merom, Ind.—The Farmers Co-op. Co. has bot the elvtr. of F. L. Orear for \$12,000. Jess Daugherty is sec'y. Company just incorporated for \$30,000.

Herr, (Lebanon p. o.), Ind.—We have not yet sold our elvtr. to the recently organized farmers elvtr. company.—John Herr, Kern-Kirtley & Herr Co.

Galveston, Ind.—Clint Hawkins, of Wolcott, is now mgr. of the Farmers Elvtr. Co. S. E. Fawcett is the bookkeeper and Orrie Richards general helper.

Raber (Peabody p. o.), Ind.—Jas. R. Reider is now mgr. for the Raber Co-op. Co. which recently bot the elvtr. of the Crowell Grain Co. at this station.

Dayton, Ind.—I have bot the elvtr. of the Dayton Grain Co. and am in possession but I shall operate under the old name, J. T. Higgins, prop.—J. T. Higgins.

Rensselaer, Ind.—The Farmers Grain Co. is contemplating remodeling its elvtr., getting it in good working order in time to handle the new crop.—H. H. Potter, mgr.

Francisville, Ind.—Many people are confusing our company with the old Farmers Elvtr. Co. which went into bankruptcy. Our company is known as the Co-op. Co.—G. W. Morrow, mgr.

Sidney, Ind.—The Farmers Elvtr. Co., whose elvtr. was recently burned, has closed up its affairs and a new company has been formed to operate as the Sidney Grain Co. The new company will be incorporated for \$50,000. Elmer Circle will be sec'y. A new elvtr. will be built and the company will use temporary quarters while the new house goes up.

Warren T. McCray of Kentland, Ind., who won the nomination for governor of Indiana on the Republican ticket at the May primary, will be remembered by the older members of the trade as one who aided materially in setting the Grain Dealers National Ass'n on its feet. He was one of the early presidents of the Ass'n, is a banker and a successful cattle breeder. His many friends in the grain business believe he will display the same constructive ability in the governor's office after the November election.

Nickel, (Valparaiso p. o.), Ind.—We are moving an elvtr. from Montdale to Boone Grove to be operated there as the Boone Grove Grain Co., but we are not moving the elvtr. from this station as has been reported.—N. L. Bradfield, mgr. Nickel Grain Co.

## IOWA

Martinsdale, Ia.—The Talbott Grain Co. will start work at once on the new elvtr.

Manson, Ia.—The Farmers Co-op. Grain & Elvtr. Co. contemplates increasing its capital stock.

Story City, Ia.—We are installing a 10-ton auto truck scale and Trapp Dump.—Ristvedt & Smith.

Atlantic, Ia.—We have just opened a track grain office at this point.—F. Lenior, Scott & Lenior.

Sioux Center, Ia.—We are building a large warehouse here. Peter Winkle, mgr. Farmers Elvtr. Co.

Thor, Ia.—I sold my elvtr. to Ristvedt & Smith and they will take possession July 1.—B. P. Greenfield.

Radcliffe, Ia.—The Radcliffe Grain Co. has purchased the elvtr. and lumber yard of the Kunz Grain Co.

Vinton, Ia.—We recently installed a truck scale in our elvtr.—Chas. C. Daniels, mgr. Farmers Grain Co.

Clarion, Ia.—I am now in charge of the elvtr. we recently bot at this station from E. J. Funk.—W. R. Burt, Burt Grain Co.

Jefferson, Ia.—The Farmers Elvtr. Co. will probably increase its capital stock to \$75,000, 3 times as much as they have now.

Gaza, Ia.—I have the only elvtr. in Gaza and it is not for sale as has been reported. E. C. Propp did not buy it.—J. A. DeVries.

Van Meter, Ia.—Lightning struck the roof of the elvtr. of the Van Meter Grain Co., owned by Brenton Bros. but did no serious damage.

Percival, Ia.—The farmers did not carry thru their intention to form a company, only \$6,000 being subscribed.—J. C. Copeland, mgr. Noble & Reid.

Okland, Ia.—Am leaving here and will be in Omaha, Neb., at least for a time.—W. L. Mason, formerly asst. mgr. for the Farmers Co-op. Co.

Walcott, Ia.—Farmers Mutual Elvtr. Co. have recently made improvements in their plant by adding new machinery. President Stoltenberg has resigned.

Steamboat Rock, Ia.—I have succeeded the H. Potgeter Grain Co. and H. Potgeter, who established the business in 1889.—Geo. Potgeter, prop., Potgeter Grain Co.

Elk Horn, Ia.—I am mgr. of the Farmers Co-operative Co. at this point. The company recently bot the elvtr. and feed store of Gund & Seim.—E. D. Marquesen.

Orange City, Ia.—Henry Eggink is alleged to have resigned as mgr. of the Farmers Elvtr. Co. and the directors are making an effort to get a new man at once.

Stuart, Ia.—I have just finished remodeling my elvtr. We raised the cribbing 14 ft., enlarged the cupola, installed Western Corn Shelter, U. S. Cleaner and U. S. Distributor, Richardson Automatic Scale, with all steel spouting, also 8-in. loading out spout. This increases my capacity to 16,000 bus.—Newcomb Wildman.

Hawarden, Ia.—The big warehouse of the Farmers Grain Co. which is just across the street from the elvtr., was struck by lightning June 12 and completely destroyed. It contained many tons of hay, feed, etc., also \$600 worth of lubricating oil belonging to another company and \$1,400 worth of alfalfa seed belonging to Wm. Brunskill. It is that the insurance will cover the loss on the contents but the loss on the building will be at least \$2,500. The company will rebuild at once.

Marshalltown, Ia.—The elvtr. of Roscoe & Koppel was entered by burglars recently. A side window of the elvtr. was pried open and the thieves used a hammer to break the lock and combination of the safe. The company lost \$245.88, including \$81 in checks, is insured against loss by burglary and will lose nothing as a result of the robbery. Nothing except the contents of the cash drawer was taken from the safe. All drawers had been pulled out, however, and the cash drawer, with its contents, had been carried away.



Audubon, Ia.—We expect to install a new truck dump, and new 10-ton scales very soon. We have just opened the elvtr. for operation and I am mgr. of the new company.—L. A. White, mgr. Audubon Co-op. Exchange.

#### DES MOINES LETTER.

Chas. A. Tower and Miss Anna Naylor will be the principals at a June wedding within the next few days.

The headquarters for the Omaha Mills Co.'s branch office in this state, have just been moved from Waterloo to this city. The new offices are in the Coolidge Bldg. This is the central states distributing office and G. M. Hamm is mgr.

Des Moines, Ia.—The Board of Trade ball team is composed of the following members of the grain trade: Inspector Tischer and R. H. Holbrook compose the battery; W. H. Bartz, H. R. Van Maren, Gould Wells, J. Robbins, J. D. Kent, W. H. Mott, J. Owens, A. McIntosh and R. U. Tierney.

#### SIoux CITY LETTER.

A. J. Cole has succeeded R. A. Taylor as supt. of the Terminal Elvtr.—H. L. J., Western Terminal Elvtr. Co.

Sec'y H. J. Hutton is now chairman of the traffic bureau here; F. S. Macomber, treas., and J. P. Haynes has been reappointed commissioner.

New quarters of the inspection and weighing departments of the Board of Trade have been secured on the 6th floor of the Grain Exchange Bldg. The rooms selected have a west, north and east light and are perfect for the work.

The new plant of the Western Terminal Elvtr. Co. with a capacity of 500,000 bus. of grain, will be open for business July 15, 1920. The plant will be in readiness to accommodate the new crop as it starts to move. The following officers were elected to serve during the coming year: M. King, pres; John J. Large, vice pres; T. F. Harrington, treas; W. L. Montgomery, sec. The foregoing, with M. L. Flinn, constitute the new board of directors. On June 12, the directors passed an important resolution and declaration making the terminal elvtr. a public warehouse for storage of grain.

### KANSAS

Vine, Kan.—I intend to quit the grain business.—Eany Kelly.

Reading, Kan.—The Morris Lbr. Co. is building a new elvtr. here.

Attica, Kan.—I am mgr. of the Farmers Union Co-op. Ass'n.—J. P. Grove.

Neosho Falls, Kan.—Mail addressed to Finney & Co. is returned marked "removed."

Doster (Caldwell p. o.), Kan.—Doster Co-op. Grain & Fuel Co. incorporated for \$10,000.

Elk City, Kan.—C. R. Long Grain Co. has sold its elvtr. and feed mill to W. A. Willison of Glidden, Ia.

Cottonwood Falls, Kan.—We are building a new elvtr. and have all the machinery for it.—Deitrich & Crook.

Coyville, Kan.—Work will commence immediately on a 10,000-bu. elvtr. A stock company is being organized.

Norton, Kan.—N. L. Johnson is building a new 20,000-bu. elvtr. here.—Jas. O'Toole, mgr., Norton Co-op. Ass'n.

Grantville, Kan.—The Farmers Elvtr. Co., of Perry, will make improvements in its elvtrs. here and at Newman.

Girard, Kan.—Hitze & Son have started work on the new \$75,000 reinforced concrete elvtr. they are building.

Topeka, Kan.—A 24x34 ft. steel and reinforced concrete storage addition is being built by the Thos. Page Milling Co.

Homewood, Kan.—The Star City Grain & Lbr. Co. of Wellsville, has sold its elvtrs. here and at Princeton for \$20,000.

Basil, Kan.—I am not in the grain business at present, having sold my elvtr. to H. F. Braly, of Kingman.—I. R. Blaha.

Randolph, Kan.—We are operating as the Randolph Farmers Co-op. Union Ass'n and I am mgr. Our elvtr. has been completed.—J. A. Annel.

Hartford, Kan.—The firm of O'Connor & Stratton has been dissolved, Mr. Stratton selling out his interest to B. E. Teichgraber of Emporia.

Larned, Kan.—Excavation work has been started for the new Terminal Elvtr. of the Associated Mill & Elvtr. Co.

Dennis, Kan.—The Farmers Union Elvtr. Co. has bot the old high school building here and will convert it into warerooms.

Durham, Kan.—The Associated Mill & Elvtr. Co. has sent a man to this point to find a possible site for the erection of an elvtr.

Arkansas City, Kan.—We are building a new work house with a capacity for unloading 20 to 25 cars a day.—New Era Milling Co.

Pretty Prairie, Kan.—The Pretty Prairie Co-operative Grain Co., incorporated \$50,000, has purchased the elvtr. of A. W. DeYoung.

Grayling, Kan.—R. M. Norris & Son of Burdett have let contract for the erection of an elvtr. Work will commence as soon as possible.

Rock, Kan.—We are adding a new tile bin to our elvtr., which was bot by us from a private concern.—Harry Phelps, mgr., Rock Farmers Elvtr. Co.

Ellsworth, Kan.—We have built an addition and more storage to our house for feed grinding and will install electric power.—Farmers Co-op. Union.

Edgerton, Kan.—Final action has been taken toward purchasing the elvtr. and corn mill of N. M. Kelly, by the Farmers Union No. 1826 by Lanesfield.

Atchison, Kan.—The annual election of officers and the annual meeting of the Board of Trade will be held July 6 in the Chamber of Commerce Bldg.

Fetereta (R. F. D. Hugoton), Kan.—The Meadow Co-op. Equity Exchange is the farmers' company here. W. S. Ham is sec'y and I am mgr.—G. A. Knapp.

Topeka, Kan.—A small fire scare was caused when the wiring under the engine room of the Kaw Milling Co. became short circuited. Little damage was done.

Anthony, Kan.—I am now mgr. of the Anthony Farmers Co-operative Elvtr. Co.—Ira Schwind, (Mr. Schwind succeeded E. A. Jones as mgr. of the company.)

Emporia, Kan.—A new boiler house and power plant will be added to the Emporia Elvtr. & Feeding Co.'s plant just west of town. The contract has been let to W. F. Marx.

Luray, Kan.—I am now affiliated with a company of elvtr. men and we will start building a large wheat elvtr. here at once. Was formerly at Wheaton, Kan.—J. S. Force.

Caldwell, Kan.—The Border Queen Mills, owned by the Consolidated Flour Mills Co., Hutchinson, will be thoroly overhauled and the 75,000-bu. elvtr. will be practically rebuilt.

Thayer, Kan.—The elvtr. of the Updike Grain Co. is now property of the Octavia Lumber & Grain Co. with Paul Schmidt as local mgr. The company have headquarters at Octavia.

Belpre, Kan.—Robert Hunt has succeeded Mert Long as our mgr. here. We have elvtrs. at this station, Hawes and Malloy. We also have a mill here.—Belpre Co-op. Equity Union.

Gibson (Kinsley p. o.), Kan.—We bot our elvtr. from the Southwest Grain Co. We are located 17 miles south of Kinsley, on the W. & N. Ry.—Gibson Co-op. Co., H. E. Harnett, mgr.

Healy, Kan.—I am still gen. mgr. for the company here with A. J. Kerhoff as ass't. mgr. and in charge of the grain department of the firm.—R. O. Preusch, gen. mgr., Healy Co-op. Elvtr. Co.

Salina, Kan.—The Wright-Wilson Grain Co. will open for business on July 1. W. W. Wright was formerly with the E. L. Rickel Grain Co., and H. M. Wilson was formerly connected with Western Star Milling Co.

Coffeyville, Kan.—Perry N. Allin, manager of Allin Grain Co. has been convalescing in Chicago after an illness that confined him to a Kansas City hospital for a month. Mr. Allin states that he will make some changes and improvements in his plant when he returns to Kansas.

Woodston, Kan.—The recently organized Farmers Elvtr. & Merc. Co. was the company that bot the elvtr. of the Woodston Merc. & Shipping Co. at foreclosure sale last April. The new company has a capital stock of \$15,000, with R. J. Brittain as sec'y. The plant is at present leased by us, altho the lease is up July 1. The new company will probably take possession then. A new 20-h.p. engine will be installed and extensive repairs made.—F. F. James, mgr., Thomas-Shutts Grain Co.

Hutchinson, Kan.—Our company has not taken over any milling plants as has been reported. We have organized to act as buying agts. for a number of mills in this section and will do a general grain business.—C. A. Greenlee, Wm. Kelly Mlg. Co.

Hutchinson, Kan.—E. H. Linzee, federal grain supervisor of Kansas City, has been elected mgr. of the Central Grain Co. at this market. This new company was organized and owned by a dozen or more mills for the purpose of buying their wheat thru one organization.

Hardtner, Kan.—We have completed the installation of a Trapp Auto Dump and a 10-ton wagon and truck scale. The Southwestern Elvtr. & Merc. Co. and the Farmers Exchange Co-op. Grain & Merc. Co. have installed the same machinery only using Fairbanks instead of Trapp make.—W. R. Binkley, mgr., the A. C. Milling Co.

Schroyer, Kan.—We have completed our new office and warehouse building. The feed mill equipment is in the basement and some on the first floor where the mgr.'s office is also placed. The second story is just a large hall to be used for lots of things. It is of tile concrete construction and is built on our own ground. No right of way for us. We have a fireproof filing cabinet and an adding machine in the office.—A. V. McCulley, mgr., Farmers Grain, Stock & Merc. Co.

Larned, Kan.—The Larned Mlg. Co. and the Sylvia & Larned Milling Co. are no more as we have their old stand and are erecting new 400-bbl. mill and a 60,000-bu. elvtr. The elvtr. will be a concrete structure and the mill concrete and brick. Our elvtr. will be completed about July 15th and ready for operation but the mill not until about August 15th. We have all construction and machinery contracted let and the building is now up to the first story.—Arkansas Valley Milling Co.

#### WICHITA LETTER.

We have opened an office here under the management of W. A. Talbot.—Federal Grain Co., Kansas City, Mo.

New members of the Board of Trade are E. T. Wenzel, W. H. Smith and S. P. Kramer. The Victory Flour Mills are no longer members.—R. B. Waltermire, sec'y.

The Baker-Evans Grain Co. is a new member of the Board of Trade with an office in the Exchange Bldg. A. F. Baker and C. M. Adams compose the firm which handles milling and export wheat, mill feed and coarse grain on consignment.—Baker-Evans Grain Co.

### KENTUCKY

Adairville, Ky.—I am not in the grain business now.—A. S. Smith.

Lexington, Ky.—Jesse Roszell, of Roszell Bros., died recently of pneumonia, at the age of 38.

Central City, Ky.—Cohen Bros. recently suffered a fire loss of \$20,000 when its elvtr. and warehouse burned.

La Grange, Ky.—W. J. Wilson, mgr. of the La Grange Feed & Grain Co., died June 4, following an illness of several weeks. Burial was at Butler, Ind.

Mayville, Ky.—The Mason Lewis Co. has been organized by the farmers of the Mason County Buro and has bot the plant of the Magnolia Mills here. R. A. Carr, owner of the mill, retains the flour and meal milling, wholesale only.—Geo. C. Kirk, county agt.

### LOUISIANA

Shreveport, La.—Kalmbach-Burckett Co. will build a warehouse and elvtr. of frame and galvanized iron, tar and gravel roof, wood and concrete floors, city lights and electric power, 80x100 ft., to cost \$12,000.

### MARYLAND

#### BALTIMORE LETTER.

Geo. S. Jackson, 2'd vice-pres. of the U. S. Corp., in charge of Zone 1, was recently given a beautiful watch and chain by the men who were his office associates, as a mark of the esteem he had created in their minds during his 3 years' work with them. The watch was suitably inscribed and Mr. Jackson was taken entirely by surprise when the package was given him.



Milton A. Reckford, of the Reckford Mfg. Co., millers and grain dealers of Belair, Md., has been posted for application for membership in the Chamber of Commerce.

The grain trade and the railroad elvtrs. have again made a temporary agreement, which provides for the immediate unloading of dockage grain to release car equipment rapidly. The grain will be stored in the elvtr. separately as to percentage of dockage and receipts issued accordingly, the removal of the dockage, the cost of this service and the dockage to be prorated among the receipt holders.

A "Certificate of Service" has been sent to the members of the Chamber of Commerce from the headquarters of the American Field Service for their generosity in fitting out an ambulance car in 1917. The car bore a brass plate with the simple inscription, "Given by the members of the Baltimore Chamber of Commerce, U. S. A." The ambulance was sent to the front in August, 1917, bearing the number 197A, and served thru the entire war, altho two of its drivers were taken prisoners by the Germans and three wounded. The brass plate was returned with the certificate and both of them a constant reminder of loyalty and generosity to the members, many of whose sons fought and came home and some whose sons never returned from the great conflict.

## MICHIGAN

Freeland, Mich.—Chas. Wolohan, of Birch Run, has bot the elvtr. of the Peoples Grain Co. here.

Quincy, Mich.—The Quincy Elvtr. Co. has decided to build an elvtr. Work will be started at once.

Battle Creek, Mich.—The Calhoun County Farm Buro has raised \$10,000 for the building of a new elvtr.

Dowagiac, Mich.—We are opening a branch office here with Charles R. White in charge.—White Bros., Scott, Mich.

Marion, Mich.—There is only one elvtr. at this station, contrary to all reports, and we own and operate it.—E. A. Conklin, mgr. Gleaners Clearing House Ass'n. here.

Elwell, Mich.—The Peoples Grain Co. has bot the elvtr. of the Elwell Elvtr. Co., also the coal and lumber yards. The first named company has sold its elvtr. at Freeland to Chas. Wolohan.

Marion, Mich.—The Gleaners have taken over the property of the F. E. Lewellyn Co., including an elvtr., warehouse, office building, hay and potato warehouse, coal sheds, and 3 acres of land. The price was \$14,000.

Lansing, Mich.—A State Co-op. Elvtr. Exchange was the subject of a recent meeting here by about 20 co-op. ass'ns, acting thru the State Farm Buro. Final decision on the matter will be made here at a meeting June 29 and 30.

Lansing, Mich.—The Gleaners Clearing House Ass'n has been granted permission to sell the balance of its \$1,000,000 authorized bonds by the Michigan Securities Com's'n. The company will use the money to build more elvtrs. and mills.

Shepherd, Mich.—When the hay sheds and warehouses of Chatterton & Son burned recently it was that that the elvtr. would surely burn too but hard work saved it. The building loss was \$800 and the stock \$1,000. It is believed a spark from an engine was the cause.

Grand Rapids, Mich.—The Gleaners Clearing House Ass'n. and the Gleaners Corporation will take over the Lewellyn Bean Co. and the Armour Packing Co. elevator interests in Michigan on July 1. John H. Loomis, of the Scottville elvtr. will be manager of the Grand Rapids terminal warehouse.

Detroit, Mich.—The following firms have new offices in the Murphy Bldg. where the Board of Trade is now located: F. J. Simmons & Co., Dumont, Robert & Co., J. S. Lapham & Co., Lewis E. Sands Co., E. W. Wagner Co., Swift Grain Co., C. B. Huston, Jackson Bros. & Co., and Hubbard, Warren & Chandler.

## MINNESOTA

Granada, Minn.—Granada Farmers Elvtr. Co. incorporated for \$25,000.

Alberta, Minn.—W. W. Ernst is now mgr. for the Cargill Elvtr. Co. here.

West Concord, Minn.—The Farmers Elvtr. Co. will begin building operations at once.

Winona, Minn.—The Farmers Co-op. Elvtr. Co. will build a 150,000-bu. elvtr. at once.

Wanamingo, Minn.—We are wrecking our old elvtrs. and will build a new 50,000-bu. house.—Farmers Elvtr. Co.

St. James, Minn.—The elvtr. of the Beek Grain Co. has been closed. Mr. Fred Beek is now in Minneapolis.—X.

Atwater, Minn.—Victor Peterson, pres. of the Atwater Grain Co., died June 17 after a short illness. He was 48 years old.

Rushford, Minn.—Most of the houses here will shut down for the summer July 1.—G. L. Rollins, mgr. Farmers Elvtr. Co.

Milan, Minn.—The Milan Farmers & Merchants Elvtr. Co. incorporated for \$10,000 by A. Anderson, O. R. Grapp and T. Anderson.

Litchfield, Minn.—The Farmers Independent Elvtr. Co. will build a \$20,000 coal house and will operate it in connection with its grain business.

Alden, Minn.—The elvtrs. of G. A. Swan here, Albert Lea and Walters, Minn., have been purchased by the Spetz Grain & Coal Co., of Albert Lea.

Carver, Minn.—The Farmers Elvtr. Co. suffered a small fire loss when its elvtr. caught fire from a passing locomotive. Prompt work saved the elvtr.

Dodge Center, Minn.—Walter A. Abbot has bot the interests of Andrew Frederickson in the elvtr. here and will in future operate as Adams & Son.

Alvarado, Minn.—The Farmers Elvtr. Co., a reorganization of the old company, has bot the elvtr. of the Farmers Elvtr. Co.—J. W. Sands, temp. sec'y.

Frazee, Minn.—F. L. Johnson recently bot the elvtr. of the Monarch Elvtr. Co. here and operates it as the Independent Elvtr. with E. C. Hubbell as mgr.

Finkle (Moorehead p. o.), Minn.—The Finkle Farmers Elvtr. Co. has been organized and capitalized for \$25,000. L. Altenbernd is pres. and Peter Westling, sec'y-treas.

Chester, Minn.—We have only one elvtr. here now which is operated as the Ibings Grain Co. It has a capacity of 15,000-bus. and is a privately owned house.—Chas. Starz.

Comfrey, Minn.—The Englund Grain Co. is making many improvements in its elvtr., putting in a new foundation, repairing driveway and installing some new machinery.

Kasson, Minn.—We have put in new belting this year, built a new office, and replaced the old gas engine with a motor.—C. Christiansen, Christiansen-Muldown Independent Elvtr.

Hector, Minn.—The elvtr. of the Farmers Grain Exchange was recently struck by lightning and a small fire resulted. The immediate discovery of the blaze saved the house from destruction.

Princeton, Minn.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. will be closed for the summer or until the crop begins to move, June 26. P. J. Wilken is mgr. During the summer many repairs will be made.

Foxhome, Minn.—The elvtr. destroyed by the recent tornado was the one that the Farmers Elvtr. Co. bot from the Great Western Grain Co. in the spring of 1919. The loss on grain is not heavy.—J. L. Sweeney, mgr. Farmers Elvtr. Co.

Hallock, Minn.—We have installed a dump and a 15-h.p. Fairbanks Motor. The Hallock Roller Mills has just completed the installation of a set of new flues in its boiler and has done other light repair work to its plant.—Hallock Grain & Supply Co.

## DULUTH LETTER.

H. A. Hansen and Bert T. Dinham have been admitted to membership in the Board of Trade. Memberships transferred are W. E. Craig and G. A. Tomlinson.

The Becher-Barrett-Lockerby Co. has been admitted to membership in the Board of Trade. Jesse Becher, senior member of the firm, was formerly pres. of the Becher-La Bree Co. which recently dissolved. H. J. La Bree is now representing Logan & Bryan on the Minneapolis market.

H. J. Atwood has posted his membership in the Board of Trade for transfer to R. W. Sedell, ass't salesman for Atwood-Larsen Co.

Duluth, Minn.—F. M. Crosby of Washburn, Crosby Co., and Fred Hansen, of Hansen Produce Co., New York, have been elected to membership in the Board of Trade.

G. P. Harbison has entered the grain business on his own account, operating as the Harbison Commission Co. For the last 7 years he has been connected with A. D. Thomson & Co., as floor man, and he also worked 5 years previously for the same company, making 12 years in all. He has a host of friends on the exchange who will be glad to know he is in business for himself.

When workmen began to tear down the old building used by the Grain Exchange, over their heads, the members of the board and the grain firms of the building decided it was moving time and transferred everything bodily to the new Murphy Bldg. There are still a few finishing touches to be put on the new home but business is going on as usual in the new quarters altho it seems strange to the "old timers" who had been at the other place for 25 years or more.

## MINNEAPOLIS LETTER.

The "Godfrey Elvtr.," formerly Elvtr. "D," will install a Morris Drier later.

W. E. Mereness, formerly sec'y of the Gee Grain Co., is now associated with the Brooks Elvtr. Co.

H. J. La Bree, of the former Becher-La Bree Co., which dissolved recently, is now representing Logan & Bryan on this market.

I am no longer gen. mgr. for the Clarx Milling Co., having closed my dealings with them some time ago.—J. R. Casselman, per L. C.

Harry McCarthy, of McCarthy Bros. Co., was elected to the board of directors of the Minneapolis Chamber of Commerce to succeed S. J. McCaull, who resigned.

Firm privileges in the Chamber of Commerce were granted to the following: E. F. Leland & Co., Hopwood & Burnett, Corporation privileges: Becher-Barrett-Lockerby, Trask Grain Co. Traveling representative licenses were issued to W. Perry to represent Fraser-Smith Co.; Burton W. Coe, to represent Armour Grain Co.

Memberships recently transferred are as follows: From H. D. McCord (2) to Willett H. Holliday; A. B. Van Bergen to Frank L. Burnett; F. C. Thomas to Lawrence P. Gannon; Frank C. Bass to Arthur H. Trask; Frank C. Tenney to Charles S. Hixon; R. C. Schiller to Arthur J. Larson; Charles S. Wallace to W. F. Laux; Charles J. Martin to Wm. E. Mereness; C. E. Hunting (2) to Walter W. Durham.

E. W. Wagner & Co., having headquarters at Chicago, and the Farmers Co-operative Exchange Co., of Good Thunder, Minn., are having a contest over the right of a judgment creditor to levy on a membership in the Chamber of Commerce. A few years ago the manager of the farmers company did hedging thru the firm and suffered a loss that the company sought to recover by suit. The firm did not appear in court to defend and the elevator company got judgment for \$18,360 by default, which did not bother Wagner & Co., as they had nothing in Minnesota except their office furniture. When the company did undertake to attach the furniture Wagner & Co. gave bond; and now the company is trying to levy on the membership. There is no instance on record where such a levy was successfully made.

## MISSOURI

Oak Grove, Mo.—The Farmers Elvtr. Co. incorporated to build an elvtr.

Brunswick, Mo.—White & Owen have sold their elvtr. to a farmers organization.

Maitland, Mo.—The Nodaway Valley Farmers Elvtr. Co. incorporated for \$20,000 by A. H. Goodpasture.

Warsaw, Mo.—Contract for the erection of 12,000 bu. elvtr. has been let by the Farmers Exchange of Denton County.

Alma, Mo.—The Farmers Elvtr. Co. has been organized and bot the elvtr. we owned and operated.—Horstman & Weisbrodt.

Hardin, Mo.—The farmers have organized here and it is rumored that they will build an elvtr. here. M. P. Hollar is pres.—H. V. Seward Grain Co.

Valley Park, Mo.—The Eggers Milling Co., of Hermann, Mo., and Grafton, N. D., has bot the plant of the Valley Park Milling Co., consisting of a 20,000-bu. elvtr., mill, warehouses, and 78 acres of ground. C. F. Eggers of North Dakota will be mgr. here.



Springfield, Mo.—The John F. Meyer & Son Milling Co. will erect a storage house which will have a capacity of 20,000 bus. of wheat. It is estimated that the building will cost \$25,000.

Jamesport, Mo.—Our new 25,000-bu. concrete elvtr. is complete and our mill will be ready for the next crop. Our mill and elvtr. are NOT for sale as has been reported. We are incorporated for \$16,000.—Homer Musselman.

Wakenda, Mo.—We have completed the installation of motor power for our plant; shelling, elevating, cleaning and grinding machinery. We now have gas power on one end of the shaft and electricity on the other end and both operate independently of the other.—E. L. Stanley, mgr., Wakenda Elvtr. Co.

Concordia, Mo.—I am not engaged in the grain business at present in any way and am taking a long-deferred vacation at my old home. Don't know when I shall get into harness again. My successor with the Farmers Co-op. Ass'n at Lexington, Mo., as bookkeeper and treas. is Woodson W. Barnett.—W. D. Bastian.

Chamois, Mo.—We sold our plant to Harry J. Dulle, Jr., and F. P. Meyers. Both young men have fathers well known to the milling and grain trade, H. L. Dulle being pres. of the Dulle Milling Co., of Jefferson City, and Mr. Meyers being of the John F. Meyers Sons' Milling Co., of Springfield, Mo.—Chamois Milling Co.

Springfield, Mo.—The Holland-O'Neal Milling Co. is building 8 new concrete bins heavily reinforced with steel. Four of the bins are for storing corn and the 4 others are for tempering wheat. The improvements also include a concrete building which will contain shower baths for employees and a completely equipped laboratory for testing flour.

Pierce City, Mo.—The fire that totally destroyed the 300-bbl. mill and the 75,000-bu. elvtr. of the Vance Mill & Elvtr. Co. at this station, June 2, started in the cupola and is accredited to a slight dust explosion. Altho there were many at hand to fight the flames, they spread so rapidly thru the building that nothing could be done to save it or any of the contents. The warehouses and office were saved. Loss was \$100,000 and insurance \$60,000. This company has been in operation for 40 years, James W. Vance having built the plant in 1880, and it has practically been owned and operated by members of the family ever since. It has not been decided whether the house will be rebuilt or not.

#### KANSAS CITY LETTER.

Geo. C. Martin, Jr., has been elected to membership in the Board of Trade.

We are opening an office at Wichita, Kan., with W. A. Talbot as mgr.—Federal Grain Co.

Wallace M. Neil of the Terminal Elvtrs. Co. has been elected to membership in the Board of Trade.

Wallace M. Neil has bot the Board of Trade membership of W. R. Cunningham for \$14,500 which includes transfer fee. Mr. Cunningham is said to be in ill health.

The Federal Grain Co. sent a check to the K. C. Fire Department in recognition of their services in rescuing a number of people from an explosion that wrecked the company's elvtr. some time ago.

The fat and lean baseball teams of the Board of Trade held their annual game June 12, with Cort Addison pitching for the leans and Frank O. McCoy for the fat men. The game was one of great fun and amusement to all who attended and to the players themselves.

Capt. Edward L. Moses, son of the pres. of the Kansas Flour Mills Co., was married, June 8, at Los Angeles, Cal., to Miss Virginia Holmes of Hollywood. Just before the wedding two burglars were caught in the house and both the groom and his best man were wounded in the fight that followed, so that the marriage rites were performed in the hospital, the bridegroom having been shot thru the shoulder and the best man thru the hand.

Fire was discovered about 11 p. m., June 10, when it suddenly burst through the roof of the elvtr. of the Katy Grain Co. at Rosedale, destroying the building and contents. The loss is estimated at about \$29,000 on the building and \$20,000 on grain, which was stored in the elvtr. The entire loss is covered by insurance. The volume of flames which so suddenly burst thru the roof gave rise to the belief that the fire had been burning for some time before its discovery. The elvtr. was built about 15 years ago. H. A. Kresly is pres. and gen. mgr.

E. H. Linzee, federal grain supervisor of this city, has been elected mgr. for the Central Grain Co. at Hutchison, Kan.

Arthur Freeman, vice-pres. of the Ernst-Davis Grain Co., was recently run over by a motor car just as he stepped from the curb in front of the Board of Trade and his companion, W. W. Leeds, was badly hurt and bruised. Mr. Freeman was kept in bed for 10 days but tiring of the monotony of the procedure, returned for a part of each day to his office, in spite of all remonstrances. It seems to agree with him and he will be well very soon.

#### ST. JOSEPH LETTER.

Chas. M. Williams, of the Missouri State Grain Inspection Department here, resigned recently to enter another line of business.

L. P. Gordon has filed application for transfer of the certificate of J. C. Moats in the Grain Exchange to himself. Mr. Moats received \$4,000 net for the membership.

The Gordon-Watts Grain Co. incorporated, with a paid up capital stock of \$50,000. The firm will succeed the T. P. Gordon Commission Co. on July 1. Lynn B. Gordon, who was associated with the T. P. Gordon Commission Co. for the past 8 years, is pres. of the new firm. F. J. Watts, connected with the T. P. Gordon Comm. Co. for the past 18 years, is treasurer. Other officers are L. L. Teare, vice-pres.; E. T. Denton, vice-pres., and W. S. Johnson, sec'y.

#### ST. LOUIS LETTER.

L. J. Morgan of Dilts & Morgan, has applied for membership in the Merchants Exchange.

Elmore-Schultz Grain Co. has moved offices to the first floor of the Merchants Exchange, to accommodate increasing business.

An amendment to the rules of the Merchants Exchange to regulate the dissemination of news over the private wires at this market has been posted.

Tilghman A. Bryant has composed a marche characteristic dedicated to the memory of his son, Maxwell, and published by Kunkel Bros. Music Co.

J. S. Mahan recently fell down a flight of stairs and received injuries that resulted in his death a few days ago. He was 95 years of age and an active member of the Merchants Exchange.

A handsome gold watch was the gift of the elvtr. interests here to A. H. Norris, formerly chief grain inspector for the Grain Corp. in this city, in charge of the movement of cars to and from the elvtrs.

On the evening of June 8, Bert H. Lang, who has been vice-pres. of the Grain Corp. here during the past year, was the guest of honor at a dinner at the St. Louis Club. Many grain men and millers were present.

Guy H. Clairborne has bot the Merchants Exchange membership of C. C. Orthwein and is now an applicant for membership. The price was \$14,500 including the transfer fee. Peyton T. Carr, Jr., is also an applicant.

The application for membership in the Merchants Exchange recently made by Fritz Marx, a German alien who has been denied citizenship papers by the Federal Court, is being contested by a number of the members of the Exchange and who have sent a petition to the directors in protest of his admittance. He was a registered alien during the war.

An increased appropriation of about \$100,000 for the Missouri Grain Inspection Department will be urged by St. Louis Grain men to be included in the call for a proposed special session of the legislature to be held the latter part of July. More grain inspectors are needed if all grain in this city, St. Joseph and Kansas City is to be properly handled this year.

The baseball team composed of the grain men of the Merchants Exchange recently defeated the hay men by the score of 12 to 1. Pres. Chas. L. Neimeier pitched the 1st ball for the grain men. The batteries were, for the grain men, Weinberg and Schultz, and for the hay men, Steed, Webber and Tice. Walter Toberman was mgr. of the hay team.

The St. Louis Grain Club held its annual meeting and outing, June 11, at the Normandie Golf Club. It was an enjoyable affair, especially to the "golf" members of the club, who are too numerous to count, for an exciting golf tournament was held. There were 53 entries. Dinner was served at 7 and with a few informal dances the "end of a perfect day" came all too soon.

Sec'y Eugene Smith of the Merchants Exchange is again at his desk after an illness of 2 months. He is far from well but his friends are delighted to see him again in his accustomed place altho he is there only a part of the time.

## MONTANA

Lodi, Neb.—Scoop shovel shippers are operating here. The only regular grain dealer is the Lodi Grain Co.—Callaway Milling Co., Callaway, Neb.

Wilsall, Mont.—L. E. Green is my successor as mgr. of the Farmers Exchange.—V. F. Quinzy, now mgr. for the grain department of the Bozeman Milling Co., Bozeman.

Livingston, Mont.—Mark P. Miller Milling Co. has made extensive enlargements of their interests in this section. That firm already owns and controls mills at Colfax, Wash., Moscow, Ida., and Lewiston, Ida.

Glendive, Mont.—The large elvtr. of the Occident Elvtr. Co., a mile from town, burned June 13 and was a complete loss. A bad storm was raging at the time of the fire but whether it was struck by lightning or burned from other causes is unknown. No reports as to rebuilding have been heard. Loss, \$25,000.

Helena, Mont.—All grain dealers, elvtr. and warehouse men have been notified that licensees to transact business for the year ending July 1, 1921, are due July 1, 1920, by Chas. D. Greenfield, sec'y of the grain grading, inspection and warehousing commission of the state. All dealers must secure a license and secure a bond.

## NEBRASKA

Kinney, Neb.—I am now mgr. of the Farmers Union Co-op. Co.—H. F. Martin.

Sedan, Neb.—Will install a new Fairbanks 10-h. p. engine.—E. J. Bohling.

Dixon, Neb.—I will make repairs on my elvtr. this year.—F. J. Hopkins.

Dorchester, Neb.—The Farmers Elvtr. Co. will sell \$35,000 additional stock.

Abbott, Neb.—The Farmers Elvtr. Co. will build two 5,000-bu. storage tanks.

Falls City, Neb.—We have succeeded P. S. Heacock & Sons.—R. A. Heacock Co.

Tamora, Neb.—We are installing new motors in our elvtr.—Farmers Grain & Coal Co.

Kenesaw, Neb.—We are installing a car loader in the elvtr.—Kenesaw Mill & Elvtr. Co.

Marquette, Neb.—We expect to install new wagon scale in our elvtr.—T. B. Hord Grain Co.

Dickens, Neb.—Scoopers are operating at this station. The only regular dealer is Fred Minnick.

Dalton, Neb.—Will install a Moffit Automatic Truck Dump next month.—Dalton Co-op Society.

Grant, Neb.—The elvtr. of Sells & Rector was sold to the Velte Grain Co. last summer.—A. G. Rector.

Giltner, Neb.—We are installing a motor in our elvtr.—P. H. Hohnstein, mgr. Farmers Elvtr. Co.

Fairmont, Neb.—The Farmers Co-op. Ass'n is building a warehouse and store adjacent to the elvtr.

Osmond, Neb.—L. B. Matterson has succeeded L. C. Husby as mgr. for the Farmers Elvtr. Co.

Moorefield, Neb.—The Shannon Grain Co. is out of business here.—Van Wickle Grain & Lbr. Co., York.

Leigh, Neb.—We are installing a 150-bu. hopper scale at the elvtr. here.—Nye-Schneider-Fowler Co.

Creighton, Neb.—We will install a 10-ton truck scale.—Guy Benedict, mgr. Nye-Schneider-Fowler Co.

Exeter, Neb.—William Larson, of Oak, has succeeded Vern Hiatt as mgr. for Nye-Schneider-Fowler Co.

Wilcox, Neb.—A new double hollow tile elvtr. is being constructed at the T. L. Trowbridge farm west of town.

Bridgewater, Neb.—A Farmers Co-op. Co. has been organized here. The company is capitalized at \$25,000.

Buda, Neb.—We are remodeling the elvtr. and making it a strictly modern house.—S. C. Snedeker, agt., D. Wort.



Fairfield, Neb.—The Dewese Farmers Union Ass'n incorporated for \$25,000 by John Waldron, J. N. Bell and others.

Gibbon, Neb.—The 350-bbl. mill and 45,000-bu. reinforced concrete elvtr. of the Gibbon Roller Mill Co. is completed.

Norfolk, Neb.—C. D. Casper, mgr. of Trusler Grain Co., announces the opening of the Norfolk office for business.

Tarnov, Neb.—Our new elvtr. has been completed. Its capacity is 30,000 bus.—F. W. Kusek, mgr. Farmers Elvtr. Co.

Blue Hill, Neb.—The Farmers Union has about completed negotiations to buy the elvtrs. of the Koehler Grain Co.

Osmond, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. has been closed.—Coleson, Holmquist Co., Wausa, Neb.

Daykin, Neb.—The Daykin Grain & Supply Co. has succeeded A. A. Tanner & Co. I am mgr. here.—I. L. Draucker, mgr.

Shubert, Neb.—R. A. Heacock Co. of Falls City has bought the Farmers Elevator here. J. M. Gilmore will be in charge.

Altoona, Neb.—The Farmers Co-operative Ass'n. incorporated for \$25,000 by J. G. Bergt, Pres., and F. W. Meinke, Sec'y.

St. Edwards, Neb.—We have succeeded the St. Edwards Elvtr. Co.—Allen Bennett, sec'y, St. Edwards Farmers Union Ass'n.

Columbus, Neb.—We have increased our capital stock from \$50,000 to \$100,000. No other change.—Paul A. Jaeggi, pres.-mgr.

Lodge Pole, Neb.—We are installing a 10-ton truck scale of the Fairbanks make.—Farmers Union Co-op. Grain & Stock Co.

Plainview, Neb.—The McCaull-Webster Grain Co. is out of business at this station. F. E. Sink is our mgr.—Walrath & Sherwood.

Gillette, Neb.—The Farmers Co-operative Elvtr. Co. has sent A. R. Smith to Omaha and Chicago to purchase machinery and equipment.

Cushing, Neb.—We are building a new 25,000-bu. tile elvtr. There will be three tanks.—T. B. Hord Grain Co., M. W. Oakeson, mgr.

Arcadia, Neb.—We have leased the elvtr. of the W. T. Barstow Grain Co. and will take possession July 1.—Farmers Grain & Supply Co., Ord.

Talmage, Neb.—A tile elvtr. is being built for the Farmers Union Elvtr. Co. The elvtr. will be a 25,000-bu. house and the building 90 ft. high.

Red Cloud, Neb.—The Bird City Land Co., of Kansas has recently bot the old Kummer Mill here and the new elvtr.—Amboy Milling & Elvtr. Co.

Kramer, Neb.—We are installing a new leg and boot. Have also a new Barnard & Leas Cleaner.—John M. Gilmore, agt. Farmers Union Co-op. Ass'n.

Lebanon, Neb.—We have no elvtr. at this point as it burned two years ago and has never been rebuilt.—J. W. Anderson Grain Co., Holdredge, Neb.

Hay Springs, Neb.—I expect to go to Cook, Neb., as mgr. for the Farmers Lbr. & Grain Co. about July 1.—Chas. W. Sackett, agt. Nye-Schneider-Fowler Co.

Pilger, Neb.—The Farmers Union Co-op. Ass'n has succeeded the Matteson Lbr. Co. Wm. Rathke is mgr.—A. Axen, agt. Nye-Schneider-Fowler Co.

Midway (St. Paul p. o.), Neb.—The plant of the Gooch Milling & Elvtr. Co. has been bot by the Farmers Grain & Supply Co. of Dannebrog. Dale Kipp is mgr.

Smyrna (Superior p. o.), Neb.—The Phillips Grain Co. is out of business here and we operate the elvtr. with H. L. McKeown as agt.—Elliott & Myers, Superior.

Plattsmouth, Neb.—We are not operating at this station any more as we never rebuilt the house burned several years ago.—Duff Grain Co., Nebraska City, Neb.

Republican City, Neb.—We are putting in larger scales as is the other elvtr. which belongs to the Equity Exchange.—S. J. Feltman, agt. Central Grainaries Co.

Willow Island, Neb.—The Lexington Mill & Elvtr. Co. now is in charge of the elvtrs. of the Platte Grain Co. and Dan Lyons at this station. C. E. Witson is agt.

Creston, Neb.—C. H. Peters of Schaller, Ia., has succeeded Camden Moran as mgr. for us. He was formerly mgr. of the Schaller Produce Co.—Farmers Grain & Stock Ass'n.

Giltner, Neb.—We have just finished giving our elvtr. and coal sheds two coats of paint. We will install a 10-h.p. motor to replace gas engine for handling new crop.—Highland Grain Co.

Friend, Neb.—We are doing some repair work and are going to install 2 new dust collectors and have the rolls re-corrugated.—Acme Mills & Elvtr., Peter Stepanek Estate.

Lyons, Neb.—The Farmers Co-op. Co. is installing a new truck dump and the Holmquist Grain & Lbr. Co. has installed a Manlift and made other minor improvements.—A. Moseman.

Hooper, Neb.—Jacob Kirsh has succeeded W. H. Bradbury who is now in charge of a large coal yard at Stevens, as mgr. of the Latta Grain Co. here.—H. H. Boyd, mgr. Hooper Mlg. Grain Co.

Rushville, Neb.—Edward Cunningham has no elvtr. now. He is a scoop shoveler shipper, having sold his elvtr. to the Farmers Union, Chas. McTee, mgr., last year.—Nye-Schneider-Fowler Co.

Nelson, Neb.—The Jensen Mlg. Co. is improving its plant and adding a large steel storage tank on a concrete foundation. It is also to build an elvtr. 24x30x56 ft. just north of the present mill.

Phillips, Neb.—We are the only company now operating at this station. We bot the elvtr. of the Updike Grain Co. last year and are now installing motors in both of our houses here.—C. E. Coffey, mgr. Phillips Grain Co.

Smithfield, Neb.—Chas. Graham has bot the elvtr. of Wm. Bruce here. We are considering the installation of a hopper scale and a 5-ton wagon scale, also truck dumps.—Frank W. Waln, agt. Bodman McCouaughy Co.

Tecumseh, Neb.—A. K. and J. J. Johnson of Boulder, Colo., have bot the plant of the Tecumser Milling Co., J. W. Mackie, prop., and will operate it. Mr. Mackie will move to Boulder, Colo., and retire from active business for the present.

Lisco, Neb.—I have arrived here and am now mgr. for the Farmers Elvtr. Co.—J. R. Olson. (A. A. Battle took care of the business after W. T. Goodman resigned, with the understanding that he was only temporarily handling the business.)

Oxford, Neb.—The Wilsey Grain Co. has sold its West elvtr. and cribs to the Oxford Farmers Exchange. Possession to be July 1. Improvements will be made, including a 10-ton receiving scale and automatic self-registering elvtr. scale.

Cornlea, Neb.—Sam Beebe, manager of Nye-Schneider-Fowler Co.'s office here, has resigned and will go to Cedar Bluffs to take a similar position. Al Anderson, former agent of Nye-Schneider-Fowler Co., at Newman Grove, will succeed Mr. Beebe.

Dannebrog, Neb.—We are not connected with the Farmers Union Co-op. Ass'n. at all. They are a company by themselves. Part of their stockholders is also our stockholders and this is a very bad move on their part.—Farmers Grain & Supply Co.

Stromsburg, Neb.—The Wright-Leete Grain Co. has bot the elvtr. of the Stromsburg Elvtr. Co. some time ago. We are making some improvements in our elvtr., hopping bins and putting in new machinery.—W. W. Topf, mgr. Wright Leet Grain Co.

Roseland, Neb.—We have just built a new office 24x26 with one 16x24 room and a private room 10x16 and a fire proof vault 8x10. A concrete basement contains a pipeless furnace. The building is of face brick and stucco.—Rose-land Grain & Supply Co.

Farwell, Neb.—The elvtr. of the Gooch Milling & Elvtr. Co., J. M. Carroll, agt., has been closed since last February. The Farmers Grain & Supply Co. is installing an auto and wagon scale and making repairs.—Ignac Pawlowski, agt., Taylor Harden Grain Co.

Lindsay, Neb.—Oscar Anderson, for some time manager of the Nye-Schneider-Fowler office here has resigned and Frank Eckert of Albion will succeed him as mgr. Mr. Eckert was formerly with the company at Albion and is an experienced grain and lumber man.

Shelton, Neb.—Fire started recently on the side of the elvtr. of F. A. Kimbro and was making fast headway when discovered and extinguished. Sparks from a passing locomotive caused the fire, which might have had serious results if not discovered so soon.

Auburn, Neb.—The elvtr. of the Taylor Mills Co. burned recently with a loss of \$8,000; insurance, \$3,000. There was very little grain in the elvtr. at the time of the fire, which is thot to have been due to sparks from a passing engine. The flames gained considerable headway before discovered.

Oxford, Neb.—We have bot the elvtr. of the Gupton Grain Co. and have let contract to W. C. Bailey to thoroly modernize the house. We are increasing storage and putting in a high speed leg, and a truck dump, Hall Signalling Distributor and power loading shovel.—O. M. Kellogg, Kellogg Grain Co., Denver, Colo.

Morrill, Neb.—Milford Douhit has succeeded E. L. Light as agt. for the Central Granaries Co. I have recently equipped my elvtr. with the latest type 25 h. p. engine for my feed grinder. I have also remodeled my elvtr. and capacity for storing 2,000-bus. of ground feed in hopper bottom bins have been added.—W. H. Preston.

Ansley, Neb.—The Ansley Milling & Grain Co., taken over recently from L. O. Welch, is under the direction of the following officers: Pres., G. A. Holeman, Ansley; sec'y, R. B. Schuyler, Omaha; treas., A. C. Van Thorne, Ansley; mgr., C. J. Southard, Omaha. As Mr. Southard is seldom at the plant it is in charge of ass't mgr. Ernest Wilson. Present storage space at this plant is small, but facilities for storing a year's supply of grain will be added later on.

## NEW ENGLAND

Portland, Me.—The Sprague Corporation, incorporated to deal in grain, fuel, live stock, etc., capital stock \$1,000,000.

Boston, Mass.—The annual outing of the Boston Flour and Grain Club will be held at West Peabody, June 26. Members will pass the afternoon in sports and eats.

Milford, Mass.—The elvtr. of the Milford Grain Co. was entered by thieves recently who emptied the money drawer of \$24 it contained. No effort was made to open the safe, and nothing else was disturbed.

Boston, Mass.—With 2,000,000 bus. empty grain storage capacity, and no assurance of any grain arriving for some time, a special com'te of the Grain Board of the Chamber of Commerce has arranged a conference with steamship interests and a com'te of the Chamber's directors to ascertain if something cannot be done to improve export conditions. These two mammoth elvtrs. are operated by the B. & M. and B. & A. railroads in filling ships with grain for Europe. Today they are down to sweepings and the railroads say the car shortage is such that it is out of the question to think of moving export grain to this port. Only one elevator in Boston, that at Mystic wharf, has grain—4,283 bushels of corn and 705 bushels of rye. The average steamship would take 150,000 bushels without much crowding of general cargo.

## NEW JERSEY

Metuchen, N. J.—We are building the base of what will be a grain elvtr. On account of the high cost of material and labor it will not be completed this year and no machinery will be installed until the building is completed. This is an entirely new building with a siding privilege connecting it with the Penna R. R. We will use electric power.—A. B. Crowell, W. A. Crowell & Son.

## NEW MEXICO

Clovis, N. M.—Lester Stone, formerly pres. and mgr. of the Clovis Mill & Elvtr. Co., and later manager of Lester Stone & Co., will open an office in Amarillo, Tex., July 1, where he will buy and sell grain in carlots.

Clovis, N. M.—The Western Trading & Elvtr. Co. recently increased its capital stock from \$20,000 to \$75,000. This company contemplates the erection of elvtrs. here and at Haver, and has a seed, feed and grain warehouse under construction at Clovis now. Contract has just been let for a 15,000-bu. elvtr. at Texico, N. M.

## John W. Tulleys & Co.

Incorporated

Public Accountants &amp; Auditors

Systems and Audits for  
Co-Operative Ass'n's & Farmers Elevators  
American State Bank Bldg. LINCOLN, NEBR.



Texico, N. M.—A contract for a 15,000-bu. elvtr. has been let by the Western Trading & Elvtr. Co.

## NEW YORK

New York, N.Y.—Douglas Miller, for 40 years in the grain trade, died recently in this city at the age of 66. He was an officer of Milmine-Bodman & Co.

## BUFFALO LETTER.

Edward Senthle, of the Interstate Grain & Seed Co., is being congratulated. He was married, June 9, to Miss Edith Weppner.

Geo. E. Pierce, Inc., has increased the capital stock from \$100,000 to \$1,000,000. The new corporation is not involved in the bankruptcy proceedings against Mr. Pierce. Directors are Mr. Pierce, W. L. Stephens, and F. M. Donnelly.

The "dust explosion" in the leg of the Concrete Elvtr. was merely the breaking of an electric light bulb. A workman left a portable light in the leg and the weight of the grain broke the bulb and caused an explosion. There was no loss and fire department was not called.

## NORTH DAKOTA

Pekin, N. D.—I have bot an interest in the Pekin Elvtr. Co. and am mgr. of same.—J. G. Johnson.

Fenwick, N. D.—The Farmers Elvtr. Co. completely lost their plant by fire. The damage is estimated at \$100,000.

Doyon, N. D.—I will be mgr. of the Farmers Elvtr. Co. here after July 1.—Ing. Iverson, formerly mgr. for the Osborne & McMillan Elvtr. Co. at Harlow.

Rogers, N. D.—Walter H. Johnson has succeeded me as mgr. for the Farmers Elvtr. & Merc. Co., and I am out of the grain business now.—A. M. Hanson.

Starkweather, N. D.—The Freeborn Elvtr. Co. incorporated for \$25,000 by W. C. Fawcett, Rose M. and H. B. Freeborn. The latter was formerly mgr. for the Starkweather Co-op. Elvtr. Co.

Palermo, N. D.—I have not decided yet what I will do with my elvtr. It is now operated by Geo. A. Norman, whose lease expires Sept. 1. I still own the plant and might decide to sell it then or to operate it myself. The elvtr. is known as the Palermo Grain Co. Elvtr.—R. A. Rassmussen.

Grand Forks, N. D.—The Farmers Co-op. Marketing Ass'n will rebuild its elvtr. at East Grand Forks, Minn., which recently burned, putting up a \$30,000 house. Lars Hylden is gen. mgr. Most of the grain that was in the house at the time of the fire was covered by a blanket policy and therefore the loss will be small.

## OHIO

Forest, O.—The new Farmers Co-op. Co. has a capital stock of \$50,000.

Garland, O.—The Germantown Farmers Grain Co. incorporated for \$2,500.

Montgomery, O.—The Tri-State Co-op. Ass'n will build a \$20,000 concrete elvtr. here.

Prospect, O.—I have not sold my elvtr., as reported, and do not expect to sell at present.—H. W. Wolfley.

King's Creek (Urbana p. o.), O.—King's Creek Farmers Co. incorporated; capital stock, \$20,000.—F. Petty.

Valley City, O.—The Liverpool-Brunswick-Hinckley Farm Buro will build an elvtr. near the depot here soon.

Trotwood, O.—I have sold my elvtr. and will give possession to the Farmers Exchange Co., July 1.—J. C. Minnich.

Eaton, O.—I have sold my elvtr. and am out of the grain business.—J. H. Musselman. (Sold to Farmers Exchange.)

Collins, O.—Elias Jarrett is treas. and C. N. Jump sec'y of our new company.—F. W. Liles, pres., Collins Elvtr. Co.

Emory (no p. o.), O.—Farmers Grain Co. incorporated for \$35,000 by R. Howell, H. M. Otstot, P. E. Driscoll and others.

Wellington, O.—The name of the Wellington Flour Mills Co. has recently been changed to the Wellington Mills & Elvtr. Co.

Fremont, O.—The Peoples Elvtr. Co. will merge with the Kingsway Grain Co. at Kingsway, the latter firm having sold out their interests to the Peoples Elvtr. Co. for \$7,000.

McComb, O.—The elvtr. of the Sneath-Cunningham Co., of Tiffin, has been sold to the Farmers Co-op. Ass'n for \$10,000.

New Carlisle, O.—Valley Grain Co. incorporated for \$3,000 by N. Seifert, A. Koontz, F. L. Funderbury, J. H. Smith and others.

Mechanicsburg, O.—N. C. Gest is mgr. for the company which we have recently incorporated.—Mechanicsburg Farmers Grain & Seed Co.

Cincinnati, O.—E. C. Arnold has made application to the Hay and Grain Exchange for an associate membership to represent the L. & N. Ry.

Lippincott (West Liberty p. o.), O.—We have sold our elvtr. to the Farmers Exchange Co. and will give possession July 1.—Bliss Russell, Outram & Russell.

Eaton, O.—We will repair our elvtr., which we recently bot, having taken possession June 1. We have handled 15,000 bus. of wheat and corn in the last 18 days.—Eaton Farmers Equity Co.

Xenia, O.—I have been mgr. of this company since July 1. We have bot the main street business of the Belden Milling Co. and are in possession.—A. W. Tullis, mgr., Farmers Exchange Co.

Shelby, O.—The Shelby Mlg. Co. is building a 180,000-bu. tank storage elvtr. and a 500-bbl. mill. Work has been started and will be completed as soon as possible. J. C. Burrell Co. has the contract.

Malinta, O.—The Gleaners are organizing here and have already bot the elvtr. and warehouses of the Malinta Grain & Supply Co. They also bot the property at Sandusky, Mich., and at Scotts, Mich.

Toledo, O.—A. J. Burkhart is now office mgr. for E. W. Wagner & Co., having been promoted from the office of floor mgr. for the same firm. He succeeds Claud Whitney. His successor is Chas. Henry Kruse.

Troy, O.—We are repairing our elvtr. by installing a larger corn and wheat cleaner. Also a new corn dump. The elvtr. power consists of five motors with lights.—Troy Grain & Supply Co., by Geo. Williams.

Bradford, O.—After selling my elvtr. at Fountain City, Ind., to the Farmers Mutual Grain Ass'n, I bot the elvtr. of Roe Pugh at this station and took possession June 21.—W. D. Wilson, W. D. Wilson & Son.

Cincinnati, O.—The activities of the various branches of the Chamber of Commerce were clearly and interestingly given by Pres. L. Perin at a dinner at Hotel Gibson June 10. His report dated from Jan. 1, 1920, and showed that the exchange is doing good work in spite of any handicaps.

La Rue, O.—We have sold our elvtr. here to the Farmers Exchange, who will take possession July 1. Our firm will retire. I have been in the grain business since 1877 and attended the first meeting of the Ohio Grain Dealers Ass'n. My son, C. T. Barnhouse, may re-enter the business later.—J. P. Barnhouse, of J. P. Barnhouse & Son.

Columbus, O.—A number of good speakers, including P. E. Goodrich, pres., and Charles Quinn, sec'y of the Grain Dealers National Ass'n; E. C. Eikenberry, ex-pres. of the Grain Dealers National Ass'n; H. L. Goemann, chairman of the Grain Dealers National Ass'n com'ite on transportation; V. E. Butler, Minneapolis, Minn., and others have been secured to address the members of the Ohio Grain Dealers Ass'n and their friends at the 41st annual meeting to be held June 30 and July 1 at Cedar Point, on Lake Erie, Sandusky, O.

## OKLAHOMA

Shattuck, Okla.—The Co-op. Ass'n has bot the elvtr. of D. C. Ewing.

Carpenter, Okla.—The American Mlg. Co. is building a 8,000-bu. elvtr. here.

Hitchcock, Okla.—The Farmers Elvtr. Co. is increasing its capital stock from \$20,000 to \$50,000.

Woodward, Okla.—We have succeeded the R. H. Pierson Grain & Coal Co.—Pierson Johnson Grain Co.

Mt. View, Okla.—E. R. Talley is mgr. of our company which has just let contract for an elvtr.—Farmers Co-operative Ass'n.

Watonga, Okla.—I am buyer for the Oklahoma City Mill & Elvtr. Co., Oklahoma City. We have a new elvtr. here.—R. F. Harper.

Amber, Okla.—Amber Grange Elvtr. Co. incorporated with a capital stock of \$20,000 by J. W. Webb, F. W. Ayers and T. M. McElroy.

Charleston, Okla.—The foundation forms are being placed and the pit is about completed for the Alva Roller Mills' new concrete elvtr.

Madill, Okla.—Fire in the buildings of the Madill Grain & Elvtr. Co. did little damage, thanks to the efficient work of the fire department.

Marietta, Okla.—C. E. Morris, pres. of the Chamber of Commerce here, has appointed a com'ite to see about securing a mill and elvtr. at this point.

Foss, Okla.—The Farmers Elvtr. at this point is nearing completion and the company reports that it will be ready to operate when grain begins to arrive.

Navina, Okla.—The Heller-Stadler Co. has bot the elvtr. of D. W. Hogan. Mr. Heller states that the plant will be equipped with a truck dump and other improvements.

Hydro, Okla.—H. G. Jones succeeded our Mr. Daniel on the 15th of Feb. as Mr. Smith was compelled to retire on account of his health and is now in the Ozark Mountains.—Farmers Elvtr. Co.

Hennessey, Okla.—R. H. Grimes is not connected with our firm at all, neither is he connected with any firm in Hennessey. We bot the mill and elvtr. that he formerly owned.—D. J. Tait, mgr., Hennessey Flour Mills.

Broken Arrow, Okla.—I have sold my elvtr. here to the Tulsa County Farmers Co-op. Co. and am now planning to build a 50,000-bu. house here. I shall continue in the grain business at Leonard, Bixby, etc.—Samuel Plummer.

Tulsa, Okla.—The Tulsa County Farmers Co-op. Co. has bot and is operating elvtrs. at Broken Arrow, Bixby, Owasso and Tulsa. We will have to build here, but will for this year handle grain here. Our central office is at this point.—Lewis Cline, pres. and gen. mgr.

Owasso, Okla.—The Tulsa County Farmers Co-op. Co. of Tulsa has bot the elvtr. of the Owasso Grain Co. from A. E. Smith, prop. It has also leased the elvtr. of the Hampson Bros. Grain Co. from B. E. Boes, prop., and has combined the two houses under the management of B. E. Boes.—C. E. Dickson, director.

Fairview, Okla.—The elvtr. of John Voorhes, containing about 500 bus. of wheat, burned June 10. When O. B. Howell, mgr., started the engine it backfired and the flames spread to some gasoline on the floor, starting a fire that burned so rapidly that nothing could stop it. Two wagons loaded with wheat just outside of the elvtr. also burned. It has not been decided yet as to whether the house will be rebuilt or not.

Durant, Okla.—The purchase and operation of the Short & Haynes Elvtr. by the Collier-Dickey Milling Co. in no way affects the operation of the Durant Grain & Elvtr. Co. We had the Short & Haynes Elvtr. under lease and ran it in connection with our old plant during the time that our new concrete elvtr. and mill were under construction, and as this new plant is now completed, we have ample capacity and storage to take care of a very large volume of business. The Durant Grain & Elvtr. Co. has made no change whatever in its management and will continue to operate as heretofore.—E. W. Stewart, vice-pres. and mgr., Durant Grain & Elvtr. Co.

## OKLAHOMA CITY LETTER.

J. W. Wheeler has been admitted to membership in the Grain Exchange and will open an office on the 5th floor of the Grain Exchange, July 1.

The Terminal Elvtr. Co. incorporated for \$750,000 by F. S. Gresham, Guthrie; J. J. Stinnett, C. B. Cozart, R. H. Drennan and P. L. Jacobson of this city. No site has been decided on as yet but it will be chosen and work started on the new terminal about July 1.

The recently organized Central Grain Co. has been admitted to membership in the Grain Exchange and in the Oklahoma Grain Dealers Ass'n. Offices have been secured on the fifth floor of the Grain Exchange Bldg. E. L. Buetke, who is well known to the grain trade in these parts, is mgr. W. L. Hutcheson is pres.

White Grain Co. incorporated for \$20,000 by Garland White, A. L. Peake and Esther White. The management of the office here has been taken over by Garland White. Ben Feuquay, former manager at Enid, has acquired an interest in Bruce Bros. Grain Co. at Kansas City.



The C. H. Cozart Grain Co. will open an office at Amarillo, Tex., with F. L. Wigle in charge. A general wholesale grain and seed business will be conducted.

## OREGON

Portland, Ore.—The Northern Grain & Warehouse Co. has increased its capital stock to \$300,000.

Baker, Ore.—The J. F. O'Bryant Grain Co. has doubled its capital stock, making it at present \$500,000. Several new warehouses will be built soon.

Pendleton, Ore.—Balfour, Guthrie & Co. have opened an office here under the management of A. M. Crystal, who was formerly at their Portland office.

Pendleton, Ore.—Paul Ostroot has taken charge of the local office of the Pacific Grain Co. Mr. Ostroot formerly was bookkeeper for this company at Colfax.

Silverton, Ore.—The Fischer Flouring Mills has brot suit against Chas. Scott, a rancher, on the grounds of an alleged broken contract. The plaintiffs claim that he contracted to deliver 10,000 bus. of wheat on or before May 15 at a stipulated price of \$2.22 a bu., and that he failed to do so.

Portland, Ore.—J. W. Ganong, vice-pres. and mgr. of the Portland Flouring Mills Co., who has seen 40 years of service with the company, has been compelled to resign at once on account of his health, his physicians insisting that he take a long rest at once. He succeeded the late T. B. Wilcox as chairman of the milling division of the food administration and served till the com's'n went out of existence. Pres. Max A. Houser of the company was loathe to accept the resignation and has not yet appointed a successor. Mr. Houser was forced to do so, however, by the doctor's reports and presented Mr. Ganong with a full year's salary, \$15,000, as a parting gift. If his health returns he may possibly be heard from in grain circles again.

## PENNSYLVANIA

Carlisle, Pa.—I have succeeded W. S. Stewart.—Wm. B. Barnitz.

Allentown, Pa.—Freeman Hawk, for many years a member of the Chamber of Commerce, died, June 9, following an operation. He was 67 years old and became a member of the grain and milling trade when as a boy he worked for the Schreiber Milling Co. He is survived by his wife and 2 daughters.

Reading, Pa.—The storage elvtr. of F. S. Wertz & Sons and the mill adjoining it are practically nothing but smoking ruins. The fire started on the working floor and had gained so much headway that it was useless to fight it and only strenuous fighting kept the surrounding property from being fire swept also. The blaze started at 11 a. m. and burned for over 6 hours. A great quantity of grain and hay was a total loss. The entire loss is placed at \$40,000.

## PITTSBURGH LETTER.

Andrew Williamson, aged 83, died last Friday at his home in Doromont borough. He was born in Scotland and came to the United States in 1860. Mr. Williamson was a member of the firm of A. Williamson & Sons, grain merchants, but he retired in 1905. He leaves his widow, five daughters and three sons.

The annual reports submitted by the president and the superintendent show continued progress, some 15,000 cars of grain and its products, hay and straw, having been handled by the members of the Exchange during the past year. The Pittsburgh market is gradually becoming more recognized as a distributing center for the above named products and greater dependence for supplies by the territory it serves is each year being placed on the members of the Exchange.

Work is progressing rapidly on the new 225,000-bu. elvtr. of the Central Elvtr. Co., which burned Sept. 8. The working house will be 145 ft. high and the present tanks 100 ft. It is thot, however, that when this work is completed an addition will be built that will bring the elvtr. capacity up to 400,000 bus., which will give the house a handling capacity of 25 cars a day. It is also expected that 5 additional tanks will be put up at once. Geo. Boyd is supt. The entire plant is of concrete. The Burrell Engr. & Constr. Co. has the contract.

The Grain & Hay Exchange of Pittsburgh held its annual election in the rooms of the Exchange June 8th, 1920, the following members being elected to serve as a board of mgrs. for the ensuing year: I. N. Daker, John Floyd, Roy V. Harper, William Leubin, W. A. McCaffrey, George E. Rogers and R. W. Young. The newly elected board met in the rooms of the exchange June 10 for reorganization and election of officers. Roy V. Harper was re-elected pres.; Wm. Leubin, vice-pres.; R. W. Young, sec'y, and W. A. McCaffrey, treas. All of the officers elected served in the same capacity during the past year and their re-election served only to show the appreciation and esteem in which they are held by the members of the exchange.

## PHILADELPHIA LETTER.

Philadelphia, Pa.—David & Gilchrist, Inc., and Bartlett, Frazier & Co. have applied for membership in the Commercial Exchange.

Henry U. Bean, member of the firm of Henry U. Bean & Co., grain brokers and members of the Commercial Exchange, a widower the past two years, was married on June 16 to Miss Caroline Koch, Germantown, Pa.

A number of the grain and feed jobbers have conceived the idea of forming a club similar to the flour men's club, and a meeting was held for the purpose of organizing at the Bourse restaurant, where a banquet was served. The club was formed with Frank M. Rosekrans, pres.; A. F. Gruber, vice-pres.; S. J. Gibby, sec'y-treas. A membership com'te was also chosen.

## SOUTH DAKOTA

Mission Hill, S. D.—The Farmers Union will build an elvtr. at this station.

Sitckney, S. D.—We have enlarged our engine room.—Stickney Co-op. Union.

Britton, S. D.—J. E. Kelly bot the entire holdings of the Britton Milling Co. at receiver's sale at \$20,500.

Alpena, S. D.—A. H. Betts has remodeled his elvtr. and I am having some needed work done.—Mason Smith.

Oakton, S. D.—Farmers Elvtr. Co. incorporated for \$25,000 by W. F. Kennedy, C. C. Barnes and C. E. Dobbins.

Chamberlain, S. D.—The Co-op. Grain Co. is installing new machinery and making improvements to the extent of \$20,000.

Baltic, S. D.—E. J. Oyan, mgr. of the Baltic Farmers Elvtr., will quit the grain business on July 1. Mr. Oyan will live on his farm, located near Baltic.

Chancellor, S. D.—The new elvtr. of the Farmers Elvtr. Co. replacing the house burned last fall, has been completed and the whole town is justly proud of the modern, up-to-date plant.

Gettysburg, S. D.—We have succeeded the Farmers Elvtr. Co. and are building an up-to-date elvtr. Three legs, 2 pans, cleaner, Trapp Dump and truck and auto scales will be included in the equipment.—Walter Spencer, mgr. Equity Exchange.

Menno, S. D.—The elvtr. of the old Farmers Land, Loan & Grain Co., purchased by the South Dakota Grain Co., of Sioux City, Ia., is to be repaired. Contract has already been let. Repairs will be made at the same time on the two other houses taken over from the Farmers Company at Freeman and Yale.

Northville, S. D.—The elvtr. of G. W. Van Dusen & Co., containing 372 bus. of grain, burned June 11. The elvtr. loss was \$5,000 and the grain loss is placed at \$1,041.60. Only a bucket brigade was available and not much could be done to save the house. The elvtr. was the property of the Northville Farmers Co. and was up-to-date.

Henry, S. D.—As I have put in over 35 years in the grain business, I think I will take a rest and later try selling real estate during my leisure time after July 1. Hoch, Kelly & Kearney are my successors and they will make good, as they are all young men and know how to handle an elvtr. They are good business men.—E. Blankenburg.

## SOUTHEAST

Dublin, Ga.—The Hudson-Barton Hay & Grain Co. incorporated for \$5,000 by W. E. Hudson and J. W. Barton.

## IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 1/2 inches. The 125 duplicates are printed on manilla, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19 GT. Price \$1.50.

## GRAIN DEALERS JOURNAL

305 So. La Salle St. Chicago, Ill.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

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## Grain Dealers Journal

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Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manilla. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00

Grain Dealers Journal, Chicago, Ill.

The value of an "ad" is not measured by what it costs, but by what it pays the advertiser.



Henderson, N. C.—The Vanco Mills new 200-bbl. flour mill has been completed and will be ready for operation about Oct. 1. A corn meal mill built in connection will have 1,500 bus. daily grinding capacity.—C. V. Singleton, pres.

Henderson, N. C.—The Vanco Mills have succeeded the Seaboard Feed & Produce Co. and are in charge of the new organization, no change being made in the ownership or management. The capital stock has been increased to \$125,000.

## TENNESSEE

Memphis, Tenn.—The J. Rosenbaum Grain Co. has bot a membership in the Merchants Exchange.

Pascagoula (No p. o.), Tenn.—The Alfred Grocery & Grain Co. incorporated by J. C. Alfred and others.

Memphis, Tenn.—R. M. and E. M. Allen and Fred Heckle have been admitted to membership in the Merchants Exchange.

Nashville, Tenn.—W. G. Coy has posted his membership in the Grain Exchange for transfer to H. R. Van Maren. Both are with the W. H. Bartz Grain Co.

## TEXAS

Eagle Lake, Tex.—We are out of the grain business.—S. M. Schleicher Co.

Yoakum, Tex.—The Yoakum Mill and Elvtr. Co. has let contract for a modern corn shelling plant.

Amarillo, Tex.—Lester Stone of Clovis, New Mexico, will open an office July 1 and will handle grain in carlots.

Chillicothe, Tex.—This company has ceased to operate and is out of the grain business.—A. Jackson, Orient Mlg. Co.

Bryant, Tex.—John H. Bryant, who was for many years in the grain trade here, died recently at the age of 48. He is survived by his wife.

Canyon, Tex.—The Farmers Grain & Elvtr. Co. has bought one of the elvtrs. operated at this point by J. G. Evans. Mr. Evans bought both elvtrs. from P. J. Neff.

Amarillo, Tex.—The C. B. Cozart Grain Co. of Oklahoma City, Okla., is opening up a branch office with F. L. Wigle in charge; will conduct a general wholesale grain and seed business.

Taylor, Tex.—The elvtr. operated here by the J. Gottlieb Grain Co. owned by Womack & Sturgis, burned June 14. The house contained 650 bus. of corn and this, with all the machinery, is a complete loss. Total loss is placed at \$26,000 and is thot to be covered by insurance.

Bay City, Tex.—Alfred Ross Carter, vice-pres. of the Carter Grain Co., died recently at his home here. He was born in Mobile in 1853 and was 77 years old at the time of his death. The greater part of his life was spent in his home city and at Houston, Tex., but he had resided here for the last 9 years.

Brownwood, Tex.—J. A. Austin has sold his interest in the Austin Mill & Elvtr. Co. on account of ill health. W. P. Brown, who has been in the milling business for the last 27 years and is a stockholder, will take care of the milling end of the company and will have active charge of the mill department. Henry Stalling, another stockholder who has handled grain for over 20 years, will manage the grain interests and have full charge of the grain business. The capacity of the plant is being increased.

## FORT WORTH LETTER.

The new elvtr. of the E. G. Rall Elvtr. Co. is about completed. Machinery is now being installed and it will be ready to operate in two or three weeks. James Stewart & Co. has the contract.

J. B. Wallace, assistant inspector, was married June 16 to Miss Stangle of Ft. Worth. They will leave for Kansas City, where they will spend a few days before going to their new home at Plainview, Tex., where Mr. Wallace has been engaged as chief grain inspector for the Plainview Grain Exchange.

C. M. Agnew of the Southern Ry. at Dallas, writes H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n: 'I have been working for some time attempting to get an equalization of rates thru Mississippi River crossings to points in Southeast and Carolinas, whereby proportional

rates on corn and oats and articles taking same rates from Texas points would be the same, regardless of destination, and I will give you the benefit of an extract from General Freight Agent Paxton: 'We are urging the Southwestern Lines to revise their through rates on corn and oats and articles taking same rates from Texas points to Southeastern points to basis current combination. If and when this is done the rate West of Mississippi River will be the same, regardless of the destination.' Mr. Dorsey has insisted to Mr. Agnew and other traffic officials that the grain shippers are entitled to the rate as per Supplement 35 to Leland's Tariff 23, issued to go into effect July 4th, 1919, and cancelled before it was effective.

## UTAH

Ogden, Utah.—Ground has just been broken for our 2,000-bbl. mill. At present I am chief grain inspector of the Ogden Grain Exchange of this city, which was formerly called the Utah-Idaho Grain Exchange, but will become supt. of the new elvtr. just completed for the Globe Grain, Mill & Elvtr. Co. after July 1.—H. Aabel.

## WASHINGTON

Dayton, Wash.—G. S. Harvey has moved his offices into the Weinhardt Bldg.

Colfax, Wash.—C. W. Jones succeeds Paul Ostroot as bookkeeper in the local office of the Pacific Grain Co.

Sedro-Wooley, Wash.—An interest in the Sedro-Wooley Grain Co. has been purchased by Ted Alverson, who with Hal Howell will manage the business.

Palouse, Wash.—The Washington Grain & Milling Co. warehouses have been sold by J. A. Miller to the Mark P. Miller Milling Co. J. A. Miller will buy grain and run a feed business.

McKay's Siding, Wash.—The Farmers Union Warehouse Co. of Waitsburg is building a new 100,000-bu. warehouse here. The company also has storage warehouses at Alto, Copei, Huntsville and Menoken.

Molson, Wash.—It is the belief of many that the Molson Union Elvtr. Co. and the Chesaw Elvtr. Co. will be merged into one company. The matter will be decided at the annual meeting to be held soon.

Crabtree, (Garfield p. o.), Wash.—The name of the company building an elvtr. is Crabtree Elvtr. Co., which is the name of the farmers company here. It will have a capacity of 60,000 bus.—M. V. Crabtree.

Seattle, Wash.—The Balfour-Greely Grain Co., operating also in Spokane, will be dissolved about July 1. It will then be reorganized and incorporated under the laws of the state of Washington as the Balfour-Hyde Grain Co.

Toppenish, Wash.—The recently incorporated Preston Grain & Milling Co. succeeds the H. P. Preston Co. H. P. Preston is the pres. of the new company and I am vice-pres. and mgr. We are capitalized at \$100,000.—J. S. Ferguson.

Cheney, Wash.—Work has commenced on the new warehouse of the F. M. Martin Grain & Milling Co., which will double the storage capacity of the plant. The addition will be 100x150 ft. and will cost approximately \$12,000. The warehouse will provide 40,000 bbls. flour storage space and will be completed Aug. 1.

Spokane, Wash.—The recently incorporated Greely-Johnson Grain Co., headed by W. G. Greely and Charles E. Johnson of Spokane, having branch offices in Great Falls, Mont., and Seattle, has opened headquarters in the Peyton Bldg. and will begin distributing and buying grain at once. Mr. Greely will conduct the Great Falls branch. M. Harshman, formerly mgr. of the Centennial Mills here, will have charge of the Seattle branch, which will open July 1. The Coast branch will be devoted largely to grain exporting business. The new firm is incorporated for \$50,000 and already has a number of warehouses throughout the Inland Empire and in Montana.—C.

## WISCONSIN

Apple Creek, Wis.—Apple Creek Co-op. Society incorporated for \$10,000. An elvtr. will be bot.

Ladysmith, Wis.—The Morgan Produce Co. has sold its flour and feed business to the Ladysmith Grocery Co.

Stoughton, Wis.—The Stoughton Marketing Co. incorporated for \$30,000 by C. O. Berg, J. M. Bailey and others.

St. Cloud, Wis.—St. Cloud Equity Co. incorporated for \$5,000 by J. F. Knowles, J. Frank and Henry Grebe. A warehouse will be built here.

Eau Claire, Wis.—We have sold to the Wisconsin Grain & Cereal Co. and it took over the plant June 15th.—C. W. Cheney, C. W. Cheney & Co.

New Richmond, Wis.—The Gallagher-Williams Grain Co. suffered an approximate loss of \$25,000, covered by insurance of \$15,000, when its elvtr. burned recently. The house contained 3,500 bu. of oats and barley and there were 30 to 40 tons of hay in the warehouses. The blaze, which was discovered shortly before 6 p. m., is thot to have originated from a spark from the locomotive of the north bound limed on the Omaha, which passed shortly before the blaze broke out. Fire also broke out on the elvtr. of the New Richmond Produce Co., just north of the Gallagher-Williams plant, but was promptly extinguished by the firemen with slight damage. Freight cars on the Soo line side track to the Gallagher-Williams Co. plant also caught fire, but were pushed out of danger. The north hay shed was full of hay owing to the inability to secure cars to make shipments. The blaze speedily communicated to the main elvtr. and then spread rapidly thruout the building. The Gallagher-Williams elvtr. was built about a dozen years ago by the Farmers Grain Co., then composed of R. H. Williams and B. Greeley. In 1918 the property was rented by the John E. Gallagher Grain Co. In July, 1919, Mr. Gallagher formed a partnership with Mr. Williams and the business has since been conducted under the name of the Gallagher-Williams Grain Co., with Mr. Gallagher as mgr. The plant will undoubtedly be rebuilt upon the present site, Mr. Gallagher said, tho it is too soon to announce any definite plan. It was a spectacular fire and it had not been raging long when there was a dust explosion and great clouds of flame and smoke burst out from the cupola of the elvtr. Other warehouses caught fire, but the fires were extinguished without loss.

## MILWAUKEE LETTER.

New members of the Chamber of Commerce are H. D. Pheatt and F. A. Coffin.

The rate of interest on advances for the month of June will be 7½% as fixed by the finance committee of the Chamber of Commerce.

J. P. Hessburg, recently appointed mgr. of Armour Grain Co. here, has been elected to membership.

The Froedert Food Products Co. has filed an amendment to its articles of incorporation, changing the name of the firm to Milwaukee Food Products Co.

The Chamber of Commerce recently recommended a few proposed amendments to the Rules of the Ass'n. One point is to make the weighing department self-sustaining, and the following is the entire new amendment to Rule 20, Section 3.

"The Supervisors of Grain Inspection and Weighing shall appoint Assistant Weighers, subject to the approval of the Board of Directors, at such salaries or compensation as may be fixed by said Board, who shall, under the supervision of the Chief Weigher, supervise the weighing of property switched to private elevators, warehouses, mills, malt houses or other places of delivery. It shall be the duty of the Assistant Weighers to see that any property weighed under their supervision is carefully and correctly weighed, and that the scales on which it is weighed are in good working order and properly balanced, and they shall enter the weight of each draft, gross and tare, in a book to be kept for the purpose, taking the figures from the scale beam in person, independently of the weigher operating the scales used, and after having made such entry shall compare it with the entry made by the said weigher before the draft shall have been discharged from the scales; and, when required, they shall furnish certificates showing the weight thereof, which shall be binding in settlement between buyers and sellers. The Board of Directors shall fix such fees for supervising the weighing of such property as in its judgment may be necessary to meet the expense of the service, which fees shall be borne by the parties requiring the service, provided, that when at any industry where the supervision service is performed, the cost of



such service is greater than the revenue derived therefrom, the Board of Directors shall at its discretion, collect such deficit from the owner or operator of such industry, or may divide it between the seller and buyer, as said Board of Directors may from time to time determine to be fair and equitable, such fees and amounts to be collected by the Chief Weigher and paid into the treasury of the Chamber of Commerce."

There is also a desire on the part of the directors to turn the funds for the Gratuity fund over to a trust company and not to the treas. of the Chamber, who is already heavily burdened. The Directors will retain the power to take it from one trust company and give it to another if at any time they should feel called upon to do so. All moneys and securities belonging to the Gratuity Fund shall be placed in the custody of and be held and managed by such treas. of the Gratuity Fund, provided, however, that all the investments thereof shall be made by or under the direction of the Trustees of the Gratuity Fund. Such treas. of the Gratuity Fund shall collect all income derived from the investments of such fund and hold all money under such arrangement for interest as from time to time may be made by the Trustees of the Gratuity Fund, and such treas. shall make report quarterly to the Trustees of the Gratuity Fund, setting forth a list

The last amendment of interest is to regulate the commission charge where delivery is not made. The new rule will read: "On sales 'to arrive' where the seller does not make shipment and the sale is cancelled by settlement with the buyer on the basis of the market difference; or where shipment is not made and it becomes necessary to 'buy in' to fill the sale, the regular rate of commission, based on the selling price, shall be the minimum rate. On sales 'to arrive' where the property tendered is not up to contract requirements, and upon its rejection by the buyer is sold out and other property bought in to fill the sale, the regular rate of commission shall be the minimum rate charged for selling out the property, based on the price at which sold; and one-half the regular rate shall be the minimum rate charged for buying in, based on the original sale price."

of the investments and cash on hand, with a recommendation as to any additional investments or any change in investments deemed advisable.

## Supply Trade

MINNEAPOLIS, MINN.—The Northern Bag Co. renewed its corporate existence and increased its capital stock to \$2,000,000 from \$1,000,000.

DES MOINES, IA.—The Globe Machinery & Supply Co. reports many recent sales of the Globe Combination Auto Truck and Wagon Dump.

SHERMAN, TEX.—The Hardwicke-Etter Co. has taken the distributing agency for the Trapp Dumping Systems for the states of Oklahoma and Texas.

MICHIGAN CITY, IND.—The Webster Mfg. Co. has obtained possession of the plant of the Josam Mfg. Co. in this city for the manufacture of its elevator machinery.

LANESBORO, MINN.—Daniel Leary, who had the distinction of erecting the first terminal elevator in the Canadian west, died in this city recently. The elevator was erected for the Canadian Pacific at Fort William in 1880.

OMAHA, NEB.—The Trapp-Gohr-Donovan Co. reports the following number of recent sales of Trapp Dumping Systems: Kansas 36; Oklahoma 28; Iowa 24; Idaho 6; Texas 12; Nebraska 11; Illinois 3; Minnesota 1; Colorado 5; Indiana 2; North Dakota 1; Ohio 2.

HOUSTON, TEX.—Weatherford-Grump Co. incorporated by W. Weatherford, A. B. Slack and R. E. Goree, for the construction and maintenance of mills and elevators.

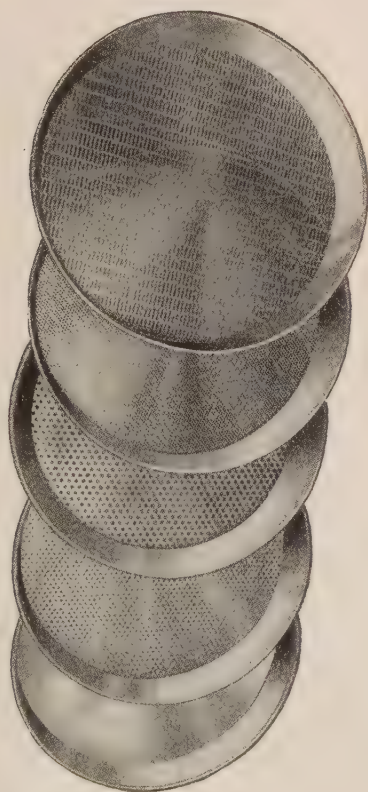
ADVERTISING is a modern means of communication between millions of individuals who are never privileged to meet in any other way. G. M. Verity, pres., American Rolling Mill Co.

MAROA, ILL.—Boss Air Blast Car Loaders are enjoying wide popularity in the grain trade, an evidence of which is indicated by the large number of recent sales to grain elevators in all parts of the country.

TOLEDO, O.—The following elevators have installed Randolph Grain Driers: Portland Equity Exchange, Portland, Ind.; Peoples Elvtr. & Sup. Co., Fremont, O.; Willshire Grain Co., Willshire, O.; Scioto Grain & Sup. Co., Ashville, O.; Cook & Milligan, Ivesdale, Ill.; Deshler Farmers Elvtr. Co., Custar, O.

SEATTLE, WASH.—Owing to speculative activity, the price of grain bags has advanced as high as 20 cents for No. 1 Calcuttas here. It has been charged that the Japanese-British interests have joined forces to make the American farmer pay for his bags in good round numbers this season, in fact the market has acted this way for some time. This will encourage bulk handling.

TOLEDO, O.—Grain elevator operators who long have been confronted with the many problems connected with the proper drying of grain, will be much interested in "Dryology" which is published occasionally by the Randolph Co. It not only contains much valuable information about the drying of grain, but lighter reading for diversion. "Dryology" will be sent to Journal readers who write requesting it, as will the new catalog of Randolph Dryers.



## Wheat Dockage Sieves

The Set of Four, with Pan, \$8.00, while they last.

Standard size—of heavy aluminum, spun rims and inset bottoms.

Also

### Brown Duvel Moisture Testers

All sizes—for electricity, alcohol, gas or gasoline

Boerner Sample Splitters.

Four purpose Scales, for tester, dockage, etc.

Bucket Testers, for bushel weight and dockage.

Torsion Balancers, for grain and seed testing.

Thermometer, Flasks, Stoppers and all other apparatus for grain sampling and testing.

We are **Manufacturers** and sell direct from factory to you. Illustrated booklet free.

**Hess Driers** and **Outdoor Conditioners** will be much needed this fall. Deliveries will be slow owing to shortage of men, material and transportation. Consider this, and anticipate your needs.

## Hess Warming and Ventilating Co.

907 Tacoma Bldg., Chicago

Did you get one of our **FREE STROKERS**, showing all the grain grades?



## American Feed Manufacturers Meet.

[Continued from page 1193.]

The following Board of Directors was chosen: H. A. Abbott, Chicago; C. U. Snyder, Chicago; Dwight Hamlin, Pittsburgh; G. E. Hillier, Cedar Rapids; F. J. Ludwig, Boston; P. R. Park, Boston; A. D. MacLellan, Owensboro; O. E. M. Keller, Chicago; R. P. Waldon, New York; C. A. Trent, Pueblo, Colo.; J. W. Anderson, Kansas City; A. O. Greene, St. Louis, and A. C. Palmer, Waverly, N. Y.

Mr. Chapin thanked the members for the honor conferred on him and setting forth his ideas of what he desired to do during his administration.

Adjourned *sine die*.

**BANQUET:** On Thursday evening at 7 o'clock more than 300 of the visitors gathered in the Red Room of the LaSalle Hotel for the Annual Banquet and Entertainment given by the Chicago and Hammond Feed Dealers Ass'n. An elaborate meal was served and a most enjoyable entertainment presented. The entertainment which lasted from 7 p. m. until exactly midnight included singing, dancing, monologue artists, and a good jazz orchestra. The feature of the bill however, was Sidney Smith, popular cartoonist of Chicago. Sid Smith sketched many of the people who were in attendance and got many a laugh from the visiting men. The singing was not all done by the entertainers, for the audience joined in the chorus frequently, and the whole affair distinctively lacked the usual banquet-stiffness.

Memphis, Louisville and Cincinnati were attempting to land the next Convention for their cities. Memphis had probably the largest delegation at the Convention. This delegation included: L. T. Kavanaugh of National Brokerage Co.; C. R. Robinson, of Scruggs-Robinson; W. R. Smith-VanNess of Royal Feed and Milling Co.; H. M. McGregor; Ben Williamson; W. A. Hall, International Sugar Feed Co.; J. L. Nessly; J. W. Sykes, Jr., of Mississippi Elevator Co.; G. E. Patterson; W. E. Burdine, and E. W. Sommers of Cereal Byproducts Co.

Souvenirs distributed included a tape measure by B. F. Gump & Co. and a knife by Bauer Bros. Co.

Wool is still a slow sale in the East. Bradstreets states that the affairs of one of the largest wool houses at Boston have been placed in the hands of trustees by the bankers, who state an extension of the trouble is not expected.

## Bulk Handling Grain Elevator for Oakland, Cal.

A great improvement in grain handling facilities of San Francisco harbor is the new bulk handling grain plant of the Western Milling Co., now under construction at Oakland, Cal. When completed this plant will be the only public bulk handling grain plant in California.

This plant will include the workhouse, storage house, the warehouse and mill. The entire plant will be of reinforced concrete construction and rests upon piling.

The workhouse will be 130 ft. high, 88 ft. long and 32 ft. wide. It will contain 35 rectangular bins of varying size, ranging from 45 to 75 ft. Six bins will have a capacity of 5,900 bus., two of 5,500 bus., six of 2,700 bus., four of 2,500 bus., six of 2,300 bus., six of 2,250 bus. and four of 2,200 bus., giving a total workhouse capacity of 108,700 bus.

The storage house will be 133 ft. long and 125 ft. wide. It will contain 36 cylindrical bins 100 ft. high and 20 ft. in diameter, each having a capacity of 22,000 bus.; 25 interstice bins with a capacity each of 7,500 bus., and 10 pocket bins with a capacity of 3,500 bus. each, or a total storage capacity of 1,014,500 bus.

A 2-story warehouse, 50x180 ft., and a 6-story building, 40x100 ft., will be used for the manufacture of flour and feed.

Plans for the water loading facilities have not been completed, but deep water is at hand.

This plant is in the center of a great barley producing territory. In spite of all the fruits and seeds produced in California barley ranks fourth in value of California crops. In 1918 California produced 34,320,000 bus., valued at \$39,468,000. To handle barley every kind of barley handling machinery will be installed in this plant.

The equipment of the elevator will include an Invincible needle machine with a capacity of 500 bus. per hour; a No. 11 A Monitor barley receiving separator; a No. 11 Monitor barley scouring and polishing machine (smutter); 4 McKain barley bearders; and a No. 20 P. & R. double receiving wheat separator and a stoner to take out the troublesome small stones.

The elevators will include 2 receiving legs, 2 lofters legs, 2 cleaner legs, 1 smutter leg, 1 screening leg, 1 needle leg, and one bearder leg.

Over 2,080 ft. of 30-inch conveyor belting will be used in this plant. As a precaution against fire the plant will be equipt thruout with anti-friction roller bearings.

Power to operate the elevator will be derived from 27 motors which will produce a total of 500 h.p.

Every effort is being made by the Macdonald Engineering Co. to get this plant finished so as to handle the 1920 barley crop. For the last month men have been working night and day.

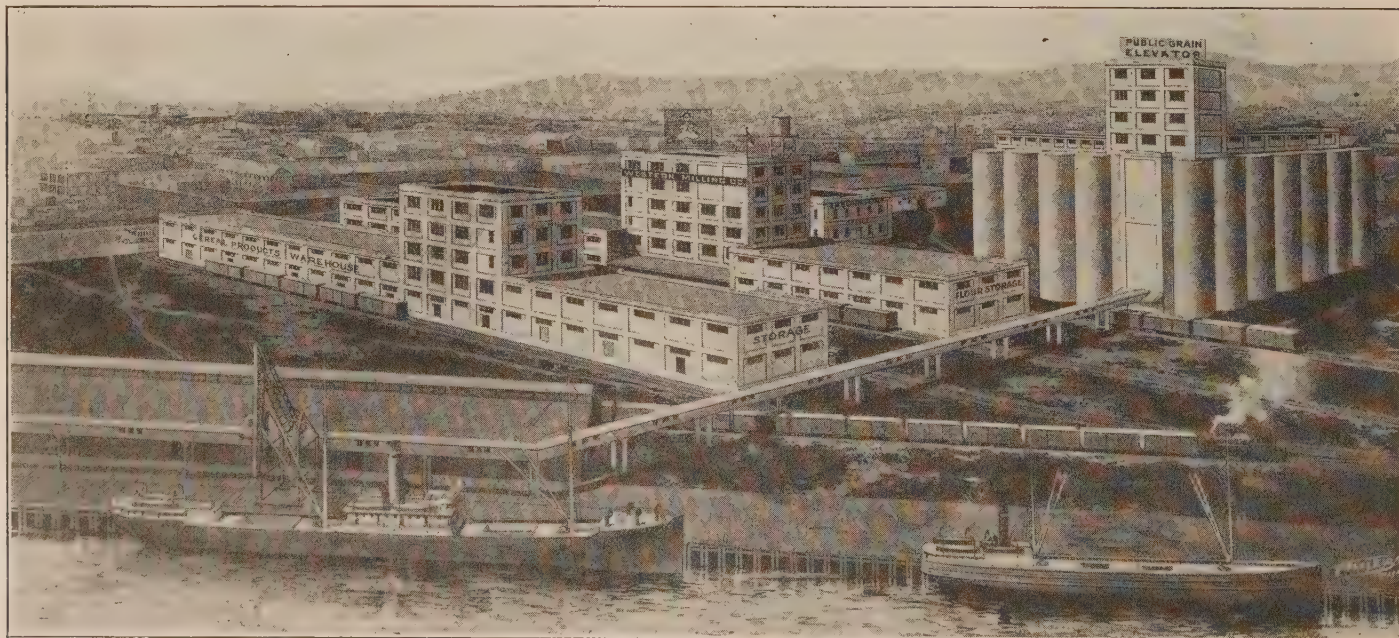
Writing of its new plant, the Western Milling Co. says: "This plant will cost over \$1,000,000 and will have rail facilities when completed for 40 cars of grain and also deep water facilities, so that boats can be loaded in bulk and not in sacks, as in the past. Farmers here have been backward in handling grain in bulk because of the lack of bulk handling facilities at the terminals."

## Books Received

**U. S. WAREHOUSE ACT** has just been received from the U. S. Department of Agriculture. This bulletin, which is dated June 2, 1920, gives information concerning the U. S. Warehouse Act. The purpose of the act is to establish a form of warehouse receipt for cotton, wool, tobacco and flaxseed which will make these receipts easily and widely negotiable as delivery orders or as collateral for loans, and therefore a definite help in financing crops. Service Regulatory Announcements No. 61.

**THE VALUE OF ORGANIZED SPECULATION**, by Harrison H. Brace, is a prize winning essay on economics. In this essay Mr. Brace thoroly goes into every phase of organized speculation. He shows the commercial exchange as an establishment of right thinking men, endeavoring to work for the best interests of the greatest number. He tells the methods now being used in transacting business on the various exchanges. The collection and distribution of news thru speedy wire service is described. Future delivery, the Bull, the Bear, the shorts, the longs, the pit trader and the hedging order are all clearly explained. After describing the market and the methods and machinery, Mr. Brace gives some statistics and concrete examples, ending with his conception of the effect of organized speculation directly and indirectly on the consumer price. In summing up, he points out the faults of organized speculation as it exists today, and its value in its ideal form. Houghton, Mifflin & Co., New York.

**REFUSAL** of the Australian government to ship wheat to South Africa, and the adverse rate of exchange has caused an acute wheat shortage in South Africa, reports Consul General Murphy.



Plant Being Erected for Western Milling Co. at Oakland, Calif.



## Getting Settlement on Grain Claims.

Grain dealers are becoming more insistent than ever that their just claims shall be paid by the carriers. Within the last three weeks, W. H. Thoma & Son, Batavia, Ia., have started suit for loss to livestock against the C. B. & Q. Railroad; the Lima Elevator Co., of Howe, Ind., has started suit against the Grand Rapids & Indiana Railroad; and the Bushfield Grain Co., of St. Louis, Mo., has started suit against the Illinois Central Railroad. Wand, Todt & Co. of Litchfield, Ill., have also started suit against the Illinois Central for loss in transit to grain on a clear record claim and V. C. Elmore of Ashland, Ill., has likewise started suit against the Illinois Central upon some \$1,000 of grain claims where wheat was lost in transit. Fred Leach of Reilly, Ill., P. O., Rankin, Ill., and the firm of McNeal & Prillaman of Henning, Ill., have both started suit against the Chicago & Eastern Illinois Railroad upon clear record claims.

Owen L. Coon represents the shippers in each of the above cases. Working with ten attorneys in seven different cities, he has perfected an organization in which it is possible to sue claims where the railroads do not give justice, and return the large proportion of the claim to the shipper, there being only a small nominal charge to cover court costs.

Suits recently started by the Farmers Elevator Co. of Youngstown, Ill., against the C. B. & Q. railroad and by the Farmers Elevator Co., of Frankton, Ind., a clear record claim, against the Pennsylvania Railroad, and by Edward F. McKee, of Pana, Ill., against the Illinois Central have been settled at \$800 and \$450 respectively satisfactorily to the shipper. Mr. Coon represented the shippers in these cases.

FIFTY TONS of poison bran for free distribution to farmers in their fight against grasshoppers has been ordered by the County Agent of Burley County, North Dakota.

MR. HARRISON, OF MISSISSIPPI, has introduced a bill referred to Senate Com'te on Interstate Commerce, to amend the Interstate Commerce Act as amended. This amendment is in the form of a paragraph to be added to section 20 of the Interstate Commerce Act, as amended, which would make telegraph companies doing an interstate business liable to a penalty of \$100 and damages, together with costs for failure, neglect or refusal upon payment, or tender of payment, to receive promptly messages for interstate transmission; for failure, by reason of office being closed, or not properly attended, to receive messages for interstate transmission between points of regular transmission; or for failure, neglect or refusal to transmit, or to deliver, promptly, properly, and accurately such messages. Suits might be brot in State or Federal courts by senders or addressees. Failure to deliver telegrams within ninety minutes after receipt for transmission where addressee is within one mile of the receiving office, or within two hours where addressee is distant more than a mile and not more than three miles from the receiving station, or for failure to deliver day letters within ten hours after receipt for transmission, or to deliver night messages or night letters before 9:30 a. m., would constitute prima facie evidence of negligence with respect to transmitting or delivering such message promptly. The bill further provides that the telegraph companies could not limit their liability with regard to any of the provisions of this bill, and terms or conditions of that nature would be null and void.

THE STAGE OF MATURITY of cutting wheat when affected with black stem rust is the subject of discussion in the Agr. Gaz. Canada 6 (1919), by J. H. Ellis. Experiments show that grain should not be cut at a stage before it would be harvested in the ordinary course of events if rust were absent, the maximum weight being secured by cutting when the grain can no longer be crushed between thumb and finger.

## You Can Make

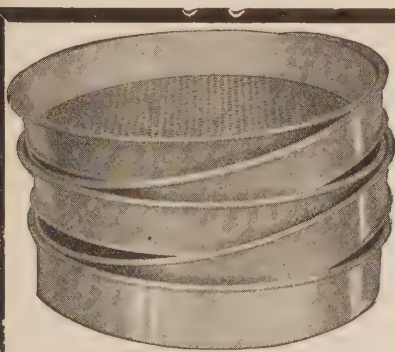
the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

## FOUR THINGS

the advertiser considers before an advertisement is placed:

### CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.



Wheat Dockage Sieves

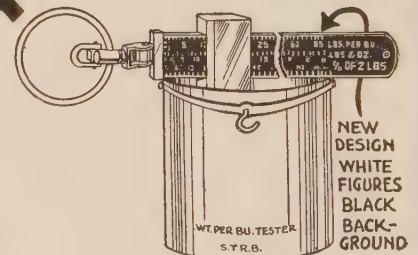
### WHEAT DOCKAGE SIEVES NO. 10

Made throughout of heavy aluminum. Set consists of 5 sieves and bottom pan. These should always be used to determine dockage.



### TO HANDLE WHEAT PROFITABLY

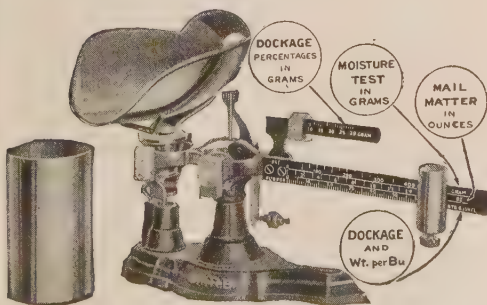
it will pay you to have accurate grading apparatus. SEEDBURO QUALITY is the standard used by the Government, Terminal Markets and Country Shippers everywhere.



New Type Wt. Per Bu. Tester

### NEW DESIGN WEIGHT PER BU. TESTER

We have perfected this device so it is possible to have a clear, sharp reading of the scale beam. The advantage of white figures on black background can easily be appreciated.



Special Four-in-One Scale

### SPECIAL FOUR-IN-ONE DOCKAGE SCALE

Our own design and patent. Is used by thousands of shippers. Very accurate, agate bearing. White figures on black background. Weighs in grams for dockage, gives test weight per bushel by use of pint cup which goes with each scale, also weighs in ounces for mail matter. The use of this scale will save you hundreds of dollars.

### OFFICIAL BROWN-DUVEL MOISTURE TESTERS

always in stock for prompt shipment. Wheat dockage sieves, wagon tryers, sample pans and complete grading equipment.

Catalog No. 32 free on request

## SEED TRADE REPORTING BUREAU

619-623 Postal Telegraph Bldg., Chicago, Ill.



### A State Approved Shipping Scale.

An automatic shipping scale for country elevators that does not require any supervision or any attention whatsoever, needing no adjustments or changing for different grains, is the remarkable Bird Scale shown in the engraving herewith.

In the first place the Bird Scale is suspended from the structure of the elevator, the weighing beam on the work floor—both the scale and the weighing beam swaying free and aligning itself with any out of level condition of the elevator. In this manner the scale will not bind by any settlement or swaying of the elevator.

The weighing beam on work floor is connected with the scale lever through a steel yard rod encased in a 3 inch steel piping running thru a corner of a bin and protected by a wooden casing, leaving an opening 10x10 or 12x12 for the pipe to freely move in aligning itself.

A printing beam for recording the exact weight to the pound of each draft as discharged it attached to the weighing beam on the work floor. This printing beam is unique and the only one of its kind, inasmuch as it not only records the number of drafts or dumps made, but it also automatically prints in plain figures on a ticket, in triplicate, the actual number of pounds discharged into the car. This furnishes indisputable proof of the actual contents of the car, and as the scale also proves itself in balance by starting and finishing the scale ticket printing three zeros, the shipping has a perfect record on a single ticket of the loading of his car—something no other shipping scale can furnish.

It weighs automatically each draft and gives notice when ready to trip. The elevator man then slides out the small poise to balance the beam for the dribble and trips the discharge lever. This requires from five to ten seconds of his time to each discharge and as he usually must be back and forth on the work floor anyway during the loading of a car he is not greatly inconvenienced by having to trip the scale.

The big advantage of the Bird Scale system of weighing out grain is the complete record it gives of the loading of each car and the fact that it conforms to the specifications of the Interstate Commerce Commission for adequate weighing facilities in country elevators, besides eliminating the main objections for accepting weights from other types of scales, easily off-sets the little time and effort required of the elevator man to trip the scale.

The weighing capacity of the Bird Scale is 3,000 bus. per hour, so the scale can easily take care of the grain from either one or two legs. The upper garner is provided with an overflow outlet which prevents any clogging of the elevator in case the scale for any reason should not be discharged when full. This overflow outlet conducts the grain back into the distributing spout, which is set for the bin the grain is being drawn from. In this way no loss of grain or clogging up can occur, no matter how long the scale is neglected.

The Bird Scale is absolutely fool-proof, it cannot be operated wrong, as the operating levers are interlocked. In this manner the supply gate cannot be opened until the discharge gate is closed and the discharge gate cannot be opened until the supply gate is completely closed.

The Bird Scale can be installed in the average country elevator without much additional expense. It may either be installed free of the bins between the spout floor and elevator head, or it may be sunk part ways into a

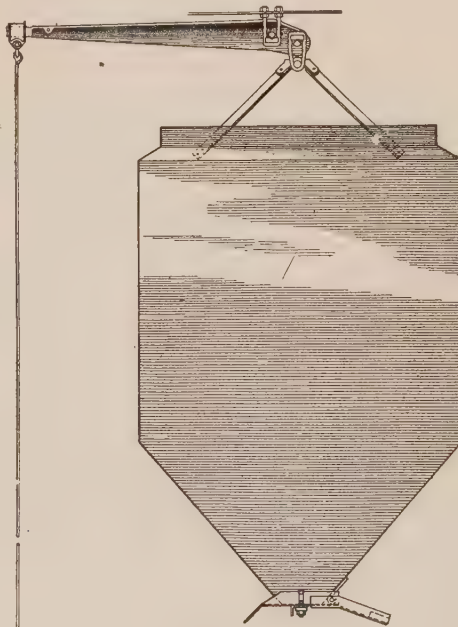
bin. To install the scale above, the bins require a height from the cribbing to the elevator head of sixteen feet. If there is not quite this height the scale may be sunk into a bin and not reduce the bin capacity more than 200 to 300 bushels.

About 500 ft. of lumber are required for garnerers and timbers, and a millwright with a helper would be able to install the Bird Scale in an average elevator in from four or five to ten days, depending upon local conditions.

The Bird Scale being hung in the cupola of the elevator delivers the weighed grain directly to the car, eliminating losses, shrinkage, or any error that may occur if the weighed grain has to pass through the elevator before reaching the car. Another big advantage is claimed for the Bird Scale in the fact that the hopper capacity of the scale is 3,000 lbs., requiring only from twenty to thirty drafts to each car.

The big thing about the Bird Scale is that it does not require any skilled or expert handling—it weighs the same for anyone and it cannot make a mistake. It eliminates all man-made errors and conclusively proves the exact number of pounds it loads into a car. Any additional information desired will be given readers of the Journal on application to the manufacturers, the Strong-Scott Mfg. Co.

CHANGES in rates by carriers provided under Section 4 of the Act to Regulate Commerce will be made under a new regulation as follows: A longer line or route may reduce the rates in effect between the same points or groups of points to meet the rates of a shorter line or route under the following circumstances: (a) Where the longer line is meeting a reduction in rates initiated by the shorter line. (b) Where the longer line has not at any time heretofore met the rates of the shorter line.



The Bird Shipping Scale.

## Grain Carriers

A \$100,000 appropriation for a river terminal at Cairo, Ill., was recently made by the federal government.

THE FIRST CARGO of grain to Greece from Boston in 3 years left Boston, Mass., recently when the S. S. West Zula left on June 14 loaded with 150,000 bus. of wheat.

RELIEF for Sioux City, Ia., grain congestion has been promised by Illinois Central freight agent, W. E. Burke, who says that Sioux City will now receive 10 grain cars daily.

TONNAGE for shipping the remaining 3,000,000 bus. of wheat still in the vicinity of Portland, Ore., is assured because 15 vessels are now available for June and July loading.

THE PROPOSED 600-mile railway between Oklahoma City, Okla., Woodward, Okla., the Texas Panhandle and Pueblo, Colo., will cover a rich grain field lacking in rail facilities.

A NEW TARIFF recently announced by Sioux City carriers, effective June 28, establishes a rate of 15c per hundred on grain to Chicago. Changes are also made in rates to intermediate points.

THE \$33,000,000 deficit of the Canadian Railways will probably result in a Canadian rate increase, reports S. B. Brown, of the traffic department of the Canadian Manufacturers Ass'n.

MINNEAPOLIS, MINN.—The Minneapolis Traffic Ass'n announced that on June 11 and 12, 355 empty freight cars arrived in Minneapolis and that an average of about 200 cars a day are due to arrive.

TRANSPORTATION rates on grain from Sioux City, Ia., to eight other terminal markets and to over 1,200 stations in the Sioux City territory are published in a tariff recently issued by the Sioux City Traffic Bureau.

A COMTEE composed of members of the Kansas City Clearing House Ass'n has requested every southwestern banker to wire box car requirements for his locality to the Interstate Commerce Commission.

PORT congestion and ocean shipping will be further tied up by the strike called on June 15 by the Ass'n of Wireless Telegraphists of London. They demand better working conditions and an increase in wages.

REPRESENTATIVES of the cities, states and Chambers of Commerce that are interested in the proposed Great Lakes-St. Lawrence Waterway will meet at a Waterway Congress to be held at Detroit, Mich., July 22 to 24.

THE SOUTHERN PACIFIC Railway recently was ordered by the Interstate Commerce Commission to deliver 1,000 box cars to the Rock Island Railway at Galveston, Tex., to relieve the old wheat congestion in Oklahoma and the Panhandle section of Texas.

R. P. BREWER, vice-pres. of the National Bank of Commerce at Kansas City, who is in charge of the tabulation of Kansas' box car needs, says that \$12,000,000 worth of wheat is awaiting shipment in Kansas and that 3,400 box cars can be loaded the minute they are spotted.

BUFFALO, N. Y.—Boats that tie up at Buffalo elevators are now being speedily unloaded. Were it not for the car shortage there would be a heavy grain movement to the coast. Canal boats have afforded some relief but they are too few to be of any great help.

AN EMBARGO placed against Baltimore, Md., by the B. & O. R. R. is a result of the recent limited vessel service at that port. Congestion on the tracks and at terminals has completely tied up all shipping. Present grain stocks amount to 2,000,000 bus. in elevators and 1,000 cars waiting to unload.



"TO PREVENT STRIKES which interfere with interstate Commerce" is the purpose of a bill introduced in the last session of Congress by Representative Blanton from Texas.

A NEW direct freight service for shipment of grain and lumber is soon to be established between Montreal, Canada, and Swansea, Wales, by the Canadian Government Merchant Marine (Ltd.). The steamship agents state that there is a steady demand at the Wales port for grain and lumber.

NET OPERATING income of United States railways during March, the first month of private operation, was \$10,206,576 compared with a \$9,396,592 operating income in March 1919. Operating expense for March showed a 10% increase, being \$417,343,385 compared with operating expense in March, 1919, of \$340,000,021.

CAR SWITCHING on the Wabash Railway is again normal and the office men are back on their old jobs. Wabash yards at Chicago, Ill., and Decatur, Ill., are both reported in good shape. Detroit yards are able to take care of all carload freight. There is still some delay in handling of l. c. l. freight in Detroit.

RIVER grain shipping by elevator operators on the Illinois River at Pekin, Ill., has helped in moving grain. Two dealers who operate their own barges and have river loading and unloading equipment at Pekin, together shipped five times more grain than the total shipped by the three other elevators depending solely upon rail transportation.

TO EXPEDITE GRAIN SHIPMENTS from Omaha the work of a joint committee representing Omaha carriers and the Omaha Grain Exchange. Consolidation of grain shipments, lessening the time in transit from Omaha and forming trains so that switching on their eastern journey will be cut to a minimum, are the tentative plans of this committee which will be in charge of its secretary, A. Snyder.

Telegraphic notification of diverted shipments should be sent to the consignor, is the suggestion of the Interstate Commerce Commission to the carriers. Under Service Order No. 1 carriers may expedite the freight movement and relieve congestion by diversion of freight. The commission's suggestion says in part: The carrier responsible for the diversion mails a notice to the consignee of the traffic stating the car number, places and dates of shipment and other essential information. It has been urged that a telegraphic notice should be sent to the consignor by the carrier responsible for diversion as to shipments in private cars subject to equalization of empty mileage, and also as to fruits and vegetables, live poultry and other shipments customarily reconsigned upon instructions of the consignor.

DAILY reports to Washington on the grain received at and shipped from Memphis, Tenn., the decision reached at a meeting of eight department heads. Reports will also contain the capacity of the all private and public elevators. A. H. Egan, general superintendent of the Yazoo & Mississippi R. R., will combine reports of all the carriers and forward the report to Washington. It is hoped that cars of grain reaching Memphis destined for congested areas may be unloaded to Memphis elevators, thereby releasing cars for further use.

"INCREASE in the cost of operation will not be permitted" is the answer Chairman Benson of the shipping board gave to the 4,000 striking longshoremen who are tying up the Philadelphia export and import business. The present rate of pay is 80c per hour and the men demand a 25% increase. Mr. Benson states that present rate was decided upon after a thorough investigation by a wage commission and that a change was not justified. While these striking longshoremen do not handle grain their actions tie up a port so thoroughly that cars can not reach a transfer elevator.

Official report, up to and including June 18, shows 9,249 box cars delivered on the orders issued by the I. C. C., out of a total of 19,800 cars requested. The report further states that 15,382 cars have moved from originating lines, this being merely a relocation of cars on a broad scale. More than 6,000 are still to be delivered to western lines for handling grain, and these are said to be en route at the present time.

RAILROAD FINANCING after June 29 will all be under the supervision of the Interstate Commerce Commission. After that date the Transportation Act provides that any financing plans will have to be approved by the commission. A number of roads have just come under the wire and since Jan. 1, 1920, bond and note issues placed on the markets have totaled \$258,998,000. Bankers and railway managers feel kindly toward this proposition because it takes the power away from the states, and no longer will it be necessary for the carriers to obtain the permission of several different states to place a bond issue on the market.

THE NEARLY completed Hudson Bay Railway from The Pas, Sask., to Port Nelson, a port on Hudson Bay, will not be completed by Dominion Government funds this year as the money is not available. Consequently civic bodies, business men and boards of trade throughout Manitoba, Saskatchewan and Alberta are endeavoring to raise bonds for \$5,000,000 to assist the government in completing this line. It is estimated that \$11,000,000 will be needed. When completed this road will be 424 miles long, of which only 92 miles of track remain to be laid. Already the grading has been done on this last lap. This route will shorten the rail haul on export grain by over 1,000 miles. The one disadvantage of this shipping thru Hudson Bay is that it like the North Sea outlet of Russia is frozen up about 7 months of the year.

## ELLIS GRAIN DRIERS

The ever increasing cost of building construction has in many cases led to the installation of drier equipment in one of the working or storage bins. The total cost is thereby considerably reduced, and at the same time a most satisfactory plant is the result, for an installation of this type possesses advantages which are hard to beat.

An Ellis Drier is installed in one of the outside bins of the new elevator recently erected by Ballinger & McAllister of Bloomington, Ill., for the Superior Terminal Elevator Co., Superior, Neb. We would be pleased to furnish information and details on request.

**The Ellis Drier Company**  
330 South La Salle Street  
Chicago, U. S. A.

Tell us what you need for your Grain Elevator and we'll tell you where to get the latest and best.

### INFORMATION BUREAU

Grain Dealers Journal, 305 So. La Salle St.,  
Chicago

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How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

### GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

## CIPHER CODES

Use a good Telegraph Cipher Code, Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

**Universal Grain Code**, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages of bond paper contain 14,910 expressions for present-day terms, and no two of them are near enough alike to cause confusion. Bound in flexible leather. Price, \$3.00; Book paper, board cover, \$1.50.

**Robinson Cipher Code** with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

**A. B. C. Improved 5th Edition**, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

**Miller's Code** (1917), for milling and flour trades, 3 1/4 x 6 inches, 77 pages, \$2.00.

**Riverside Code**, fifth edition, for millers and flour dealers. Bound in flexible leather, 228 pages, \$3.00.

**Baltimore Export Cable Code**, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price \$12.50.

**Cross Telegraphic Cipher Code**, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

**Your Name** in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

### GRAIN DEALERS JOURNAL

305 S. La Salle Street,

Chicago, Ill.



## Patents Granted

**1,341,792. Grain-Sieve.** Nels G. Ek, Minneapolis, Minn. This sieve is made up entirely of approximately flat bars spaced to form gaps. The bars have upturned lips at their delivery edges and downturned lips at their receiving edges, their under surfaces having downwardly and forwardly inclined propelling blades adjacent to, but at the rear of the gaps.

**1,340,714. Bag-Holder.** John L. Herrman and George E. Herrman, Mica, Wash. This bag-holder has a bail with a spring hinged holding plate at each end, the plates having teeth to engage a bag. A lever is secured to the plate for operating the plates and also adapted to act as a stop for limiting the spring pressure of the holding plate, whereby the plate may be released from engagement with the bag.

**1,340,523. Car-Mover.** Elsworth E. Chapman, Tacoma, Wash. This car moving device has a lever, a fulcrum block upon which the lever is pivoted, and rail gripping blocks. The fulcrum block has inclined sides fitting between the rail gripping blocks, means for holding the rail gripping blocks against separation, and means acting normally to raise the fulcrum block from between the rail gripping blocks.

**1,341,793. Sieve-Cleaning Device.** Nels G. Ek, Minneapolis, Minn. This cleaning rack comprises a multiplicity of closely positioned parallel bars which extend transversely of the direction of vibration of the sieve; a resilient rack supporting arms connected to the rack at their inner portions and anchored to the sieve structure. These spring arms are also extended transversely of the direction of the vibration of the sieve, and serve to hold the rack normally in intermediate positions.

**1,341,129. Dust-Collector.** Ernest R. Hopkins. This apparatus for collecting dust has an upper chamber with an inlet for dust-laden air, and a lower chamber to receive the dust, and provided with an outlet thru which the dust is discharged. Between the chambers is filtering material to separate the dust from the air. Means are provided to cut off intermittently the dust-laden air from the upper chamber and means for jarring the upper chamber and the filtering material to loosen the dust from the latter.

**1,341,791. Grain-Separator.** Nels G. Ek, Minneapolis, Minn. This machine has a vibratory shoe and a gang of separating sieves, in combination with a hopper and co-operating devices for delivering the stock therefrom to the top member of the gang of sieves. The shoe carries a repeat sieve which is arranged above the top member of the gang of sieves. Means are provided for catching a portion of the stock that passes thru the delivery end portions of the gang of sieves and delivering the same to the head of the repeat sieve. Means also are provided for producing a forced blast of air thru the stock as it passes from the hopper to the gang of sieves.

**1,340,606. Grain-Elevator.** Dick Groenewold, Kiel, Okla. In this elevator there is a casing provided in its peripheral portion with an upwardly directed discharge member, with an air opening in a side face. A second casing is arranged at one side of the first casing and carried thereby, being in communication with the discharge member. A shaft is rotatably supported by the first casing and extends thru it and partially within the second casing, this shaft being arranged about in the center of the air inlet opening of the first casing and extends thru the casing exteriorly. The second casing in its outer side face and at a point in alignment with the shaft is provided with an opening. A conduit is secured at one end to the second casing and discharges therein thru the opening in the second casing. The outer face of the second casing at points in close proximity to the opening is provided with air ports. Blades are arranged within the second casing and carried by the portion of the shaft within the second casing. Fan blades are within the first casing and are secured to the shaft, the portion of the shaft exterior of the first casing being provided with driving means.

**1,341,397. Grain-Car Door.** Albert Switzer, Grenfell, Saskatchewan, Canada. This grain-car door is a combination of a door member with a hinge member of substantially equal height to the door member. The hinge member comprises an attaching plate with slots, and a swinging plate hinged to the attaching plate and adapted to bear against the outer side of the door member. At one end, arms are connected to the swinging plate, passing thru the slots of the attaching plate. Means are provided for locking the arms to hold the swinging plate in direct engagement with the door member.

**1,340,253. Elevator.** George B. Read, Bloomington, Ill. In this elevator there is a combination of a conveyor housing and a second conveyor housing pivoted on an axis located at and parallel to adjacent edges of the respective housings. These housings mutually form a continuous housing structure for the support of a single endless conveyor. Means for retaining the housings at a predetermined angular position with respect to one another, a movable conveyor support mounted on an axis coincident with the axis of pivotal movement of the housings, and a single endless conveyor mounted within the housings complete the structure. The single endless conveyor has one reach within the housing in engagement with the movable conveyor support and supporting means for the ends of the endless conveyor.

**1,342,348. Bag-Holder.** Floyd M. Neff and Ward B. Runner, Prattsburg, N. Y. This holder has a discharge spout having prongs for engagement by a sack. A plate is secured upon this spout, L-shaped with its horizontal flange at its lower end. A vertical L-shaped bar is guidably mounted for movement over the face of the plate, the lower flange of the plate having an opening thru which the bar passes. From the lower end of the bar a prong extends upwardly adapted for engagement by a sack. A flange of the plate has a hole for the passage of the prong. A lever is provided to move over the plate and is pivotally connected with it at one end, having slot and pin connection with the vertical bar. Means are provided for retaining the lever in elevated position with the spring extending above the flange.

**1,341,275. Apparatus for Drying and Hardening Corn.** Robert H. McDowell, Marshalltown, Ia. A heat distributing pipe is arranged beneath the floor of the corn crib, extending longitudinally thereof, and having upright members arranged at intervals thereon, extending to a point adjacent to the floor. A combination of cross bars is in the upright pipes below the floor level, and a series of upright, perforated heat distributing removable pipes are mounted in the upright pipes, resting upon the cross bars thereon. Rods are extended thru the detachable covers for the upright perforated pipes, and are detachably and adjustably secured to the cross bars. The covers are adapted to fit in the upright pipes that communicate with the horizontal pipe and seal the upper ends thereof when the perforated pipes have been removed. Means are provided for securing them in position and to the cross bars.

## New Inspection and Weighing Fees at Milwaukee.

The Milwaukee Chamber of Commerce through its board of directors has announced charges effective July 1st, for weighing and supervision of weighing at the Milwaukee market as follows:

### INSPECTION FEES.

For inspecting grain from railroad cars, track and furnishing sample, 75c per car; where grade requires moisture test, \$1.00 per car.

For inspecting grain "in" by sample, in bulk, 75c per car; where grade requires moisture test, \$1.50 per car.

For inspecting grain from elevators into railroad cars by grade or sample, 50c per car; where grade requires moisture test, 75c per car.

For inspecting grain from elevators into vessels, 40c per 1,000 bushels; where grade requires moisture test, 50c per 1,000 bushels.

For inspecting grain from wagons or trucks, 25c per load.

For inspecting by sample or sampling grain in bags, 1/4c per bag; carloads, each bag inspected while unloading, 1/4c per bag.

For inspecting grain from elevators into wagons or trucks, 25c per load.

For sampling grain and furnishing sample, per car; bulkhead cars, for each additional 15c.

For sampling grain where no inspector is stationed, 50c per car; bulkhead cars, for each additional lot, 25c.

For sampling screenings, 50c per car.

For testing grain for moisture, 25c per or lot.

For reinspection, grain 75c per car; where grade requires moisture test, \$1.00 per car, less in case of an obvious error in original inspection, when no charge is made.

For inspecting mail samples or any other samples submitted for test, 15c per sample; where moisture test, 40c per sample.

### WEIGHING FEES.

From railway cars, per carload, \$1.00; from elevators to wagons or trucks, 20c per lot; from elevators to vessels, 5,000 bu. or over, per 1,000 bu.; from elevators to vessels, less than 5,000 bu., 20c per 1,000 bu.; from vessels to cars, 20c per 1,000 bu. or part thereof.

For supervision of weighing grain after cleaning, drying or transferring, 35c per carload when in bulk lots, 35c per 1,000 bu. or part thereof.

For supervision of weighing of bag lots at elevators, malt houses, etc., or counting bags, per hour for services of assistant weigher.

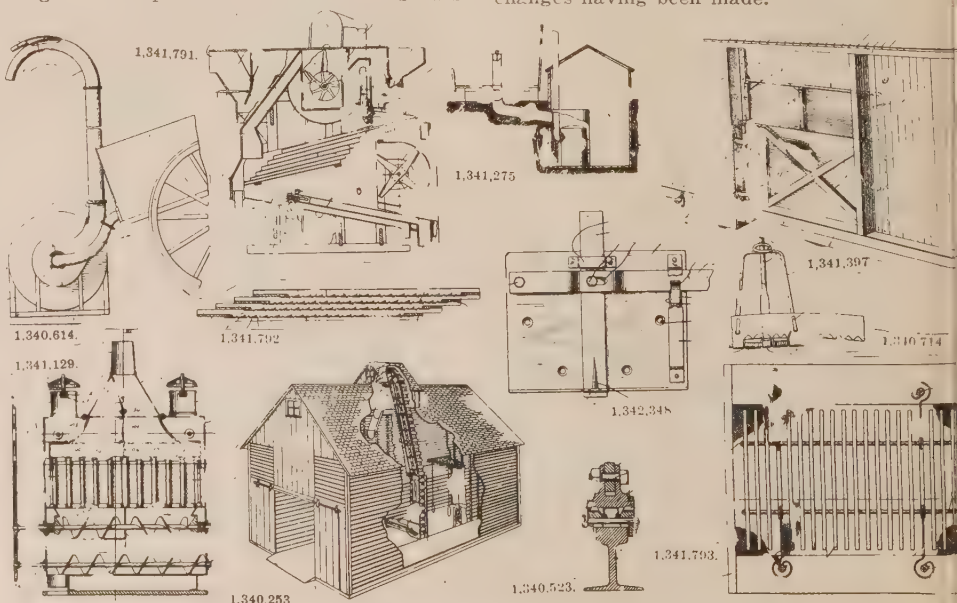
For supervision of weighing at industries other than elevators, mills, malt houses, etc., where no assistant weigher is stationed, 75c per hour for services of assistant weigher.

For weighing carloads, \$1.45 per car, when not in excess of eight wagon or truck loads; the car, and when in excess of that amount, additional charge of 10c per load shall be made.

Grain and malt from other sources than railroad cars, and all other property from whatever source, 20c per load.

In the weighing of grain in sacks, one pound is allowed to be deducted as the weight of the sack.

The charge for supervision of weighing from elevators to cars ranges from 35c to 85c per load, depending upon the cost of performing service. These charges remain as before unless having been made.





## Changes in Rates

as shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C. & E. I.** in Sup. 5 to 8625-A gives joint rates on grain and grain products from stations on the C. & E. I. to points in Ala., Ark., Fla., Miss., and Tenn., as shown in the amended tariff effective July 1.

**C. & A.** in Sup. its freight tariff gives switching and other freight charges, also rules governing absorption of switching, drayage and transfer charges applying at stations on the C. & A., effective July 10.

**C. B. & Q.** in Sup. 53 to I. C. C. 10456 gives rates that are departures from the terms of the amended 4th section of the act to regulate commerce, under authority of the I. C. C. Fourth order, order No. 7316 of May, 1918 effective June 15, 1920.

**T. & S. F.** in Sup. 8 to 5588-K gives local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo., Okla., also Superior, Neb., and Joplin, Mo., to points in Ill., Ind., Ia., Kan., Mich., Minn., Neb., Okla. and Wis., effective July 24.

**C. R. I. & P.** in Sup. 7 to 19690-H gives local joint and proportional rates on grain, grain products, seeds, and broom corn from stations in Colo., Kan., Mo., Neb., N. Mex., and Okla., to Council Bluffs, Ia., to Little Rock, Ark., to stations in Ark., La., and Mo., effective July 15.

**A. Lowrey, agent,** in Sup. 32 to 20-J gives local and joint terminal charges, rules and regulations from or to points within the Chicago district on outbound and inbound freight traffic, also rules governing intermediate service on freight traffic passing thru the Chicago district, effective July 1.

**C. B. & Q.** in Sup. 6 to I. C. C. gives local, joint and proportional rates on grain, grain products and seeds between Missouri River

points and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Winona, Minn., La Crosse, Wis., and stations taking the same rate or arbitrarily higher, effective July 20.

**C. B. & Q.** in Sup. 6 to 1921-F gives local and proportional rates on and rules governing the handling of carload freight between industries on the C. B. & Q. tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines; also from one location to another on the C. B. & Q., effective July 10.

**C. R. I. & P.** in Sup. 13 to 19687-K gives joint and proportional rates on grain, grain products, seeds, hay, broom corn and other articles named in the tariff from Missouri River stations and other stations in Ill., Ia., Minn., Mo., and So. Dak. on the C. R. I. & P. to Mississippi River points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., also to Gulf ports for export, effective July 19.

**C. & A.** in Sup. 9 to I. C. C. A-1213, gives joint and proportional rates on grain and grain products from Illinois stations on the C. & A., C. & I. M., and C. & N. W., also Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Ark., Fla., La., Miss., and Tenn., also to Key West, Pensacola, Fla., Mobile, Ala., New Orleans, Port Chalmette, Westwego, La., when for export, effective June 15.

**C. B. & Q.** in Sup. 5 to 1362-K gives local, joint and proportional rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations in Ill., Ind., Ky., west bank Mississippi River stations (Dubuque, Ia., to St. Louis, Mo.), also Green Bay, Wis., etc.; and also to points east of the Illinois-Indiana state line or south of the Ohio River as shown in the tariff as amended, effective June 15.

**C. B. & Q.** in Sup. 4 to I. C. C. 13063 gives local, joint and proportional rates on grain, grain products and seeds, and articles taking the same rates between Chicago, Peoria, Ill.; St. Louis, Mo.; Minneapolis and St. Paul, Minn.; and stations taking the same or higher and stations in Iowa and Missouri (except Mo. River crossings), also from stations in Iowa and Missouri (except Mo. River crossings) to Metropolis,

Cairo, Ill.; Evansville, Ind.; and Key West, Fla., effective July 10.

**C. & A.** in Sup. 7 to 1574-F gives joint and proportional rates on grain, grain products and seeds from Kansas City, Mo. (when originating beyond), also Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa and Slater, Mo., to Cairo, Ill., and Cincinnati, O., Evansville, Jeffersonville, Ind., and Louisville, Ky., also Mississippi River points and stations in Ala., La. and Miss., also Key West, Fla., when for export, effective June 15.

**C. B. & Q.** in Sup. 3 to 1218-D gives local and joint tariff on grain and grain products, etc., from stations in Kan., Neb., and Colo., on the C. B. & Q., to Cairo, Metropolis, Ill.; Evansville, Ind.; Memphis, Tenn.; New Orleans, La.; and stations taking the same rates or higher to Port Arthur, Port Boliver, Galveston, Texas City, Tex.; New Orleans, Southport, Westwego, Port Chalmette, La.; Pensacola, Fla.; Mobile, Ala.; and Gulfport, Miss., when for export, effective June 15.

**C. R. I. & P.** in Sup. 12 to 28675-C gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., and stations taking the same rates as shown in tariff as amended, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla., and S. D., and stations in Colo., Kan., Neb., N. Mex., Okla., and Texhoma, Tex., effective July 23.

THE MEMBERS OF THE BOARD OF DIRECTORS of the Millers Export Ass'n., Inc., meeting in Chicago, May 20, decided, in agreement with the wishes of the members of the Ass'n, to alter the by-laws and agreement so as to retire the preferred stock and cease activities, but to preserve the organization for such use as might be made of it in the future. The offices will be closed by July 1, and millers will at once prepare to offer their product direct to buying commissions, as well as to individual buyers.

# Weller

## GRAIN HANDLING EQUIPMENT



### ENCOURAGE THE FARMER

TO COME TO YOUR ELEVATOR WITH HIS GRAIN

## INSTALL A WELLER CONTINUOUS GRAIN DRYER

Let him know you are in a position to handle his crop in the off seasons—when the wet, rainy season sets in before the grain has fully matured.

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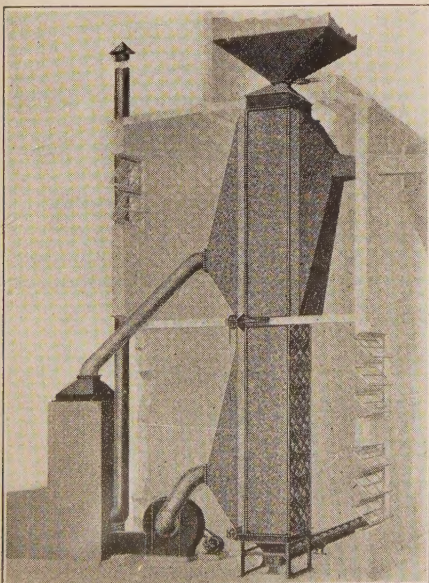
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## Supreme Court Decisions

**Liability for Negligence under Government Ownership.**—A railroad is liable for negligence occurring while the government was operating the road under a lease entered into under Act Cong. of Aug. 29, 1916, c. 418 (U. S. Comp. St. § 1974a), and such liability is not affected by return of the roads to their owners or the abandonment of supervision by the government. —*Gilliam v. Atlantic Coast Line*. Supreme Court of North Carolina. 103 S. E. 10.

**Buyer to Make Claim Against Railroad on Sale f. o. b. Mill.**—Where a contract of sale provides that the goods sold are to be shipped to the buyer, the carrier by which they are to be transported becomes the agent of the buyer to accept delivery, and the loss occasioned by the refusal of the carrier to accept and transport the goods must be borne by the buyer, and not by the seller. —*Griffin v. Edward Eiler Lumber Co.* Supreme Court of Mississippi. 84 South 225.

**Bank's Recourse on Dishonored Draft.**—If bank to whom bill had been negotiated sustained loss by reason of negotiability of bill and bank's failure to notify drawer of dishonor, it could not make good its loss from drawer's deposits; but, if bill was not negotiable, the bank could hold savings deposit to satisfy drawer's debt to bank or transfer amount of loss from drawer's savings account to credit side of drawer's open account. —*Jones v. Carolina National Bank*. Supreme Court of North Carolina. 103 S. E. 27.

**Insurance.**—Under a policy insuring goods held "in trust or on commission," or "sold but not removed," issued to and in the name of a warehouseman for the benefit of the true owners, the true owner may sue and recover his interest, where there was a legal duty owing by the warehouseman to the true owner to take care of the goods, so that the insurer's promise to pay loss is enforceable by the party for whom interest it is made. —*Lewis v. Home Ins. Co.* Supreme Court of New York. 181 N. Y. Supp. 839.

**Failure to Furnish Shipping Directions.**—Where buyer of rice did not give seller shipping directions, but requested and received extension for reasonable time, seller's letter granting extension constituting also demand for shipping instructions within a reasonable time, and buyer did not furnish instructions within such time, seller could treat contract as canceled and of no effect without further dealings with buyer. —*Fortson Grocery Co. v. Pritchard Rice Milling Co.* Court of Civil Appeals of Texas. 220 S. W. 1116.

**Sale f. o. b.**—Under the common provision f. o. b. place of shipment, the seller's obligation is complete when he ships the goods, and the title to them passes then, and he is not obligated to pay the freight; but, if the agreement is f. o. b. place of destination, the seller must pay the freight, and may be deemed to have retained the title to the goods until their arrival at the point of destination; but, if there is anything to show that the intention of the parties was different, that will control. —*Seaver v. Lindsay Light Co.* Supreme Court of New York. 182 N. Y. Supp. 30.

**Last Carrier May Recover All Freight Charges Advanced by It.**—In case of shipment under bill of lading providing owner or consignee should pay freight and all other lawful charges before delivery, if required, where car was diverted to parties other than original consignees, who ordered a further diversion, such parties obligated themselves to pay all freight charges on shipment; road to which car was last diverted becoming accountable to prior carriers for collection and payment of such charges against parties to whom shipment was diverted, and who ordered further diversion to its line. —*Grand Trunk Ry. Co. v. Satuloff*. Supreme Court of New York. 182 N. Y. Supp. 81.

**Copies of Telegrams Admissible.**—In an action for the purchase price of large quantities of peaches, where the negotiations between plaintiff and defendant were carried on largely by telegram, and the facts were such that the genuineness of telegrams received by plaintiff could hardly be questioned, and defendant did not place purported authors on the stand to

deny sending the same, held, that copies of the original telegrams which had been destroyed by the telegraph company were properly received in evidence as against objection that they had not been signed by the purported senders. —*Brigham City Fruit Growers Ass'n v. G. H. Zollman Produce Co.* Supreme Court of Missouri. 220 S. W. 911.

**Freight Overcharges Recoverable tho on Schedule.**—Where a railroad's tariffs on file were illegal because unreasonable, the road, though prohibited to depart from the filed charges, was not prohibited from filing a new, reasonable, and lawful tariff, and therefore cannot contend that no claim for overcharges can be maintained by shippers because the charges collected were those prescribed by tariffs on file. —*Bonfils v. Public Utilities Commission of Colorado*. Supreme Court of Colorado. 189 Pac. 775.

**Seller's Mistake in Sample.**—Under Act April 13, 1887 (P. L. 21), and Sales Act May 19, 1915, §§ 16, 18, providing that in the sale of goods by sample there is an implied warranty that the bulk shall correspond with the sample in quality, the buyer of goods by sample is entitled to goods corresponding to the sample, notwithstanding the seller's mistake in showing the sample, since a mistake by one party to a contract does not relieve him from liability. —*Holmes v. Cameron*. Supreme Court of Pennsylvania. 110 Atl. 81.

**Initial Carrier Liable for Negligence of Connecting Carriers.**—Where a shipment of sweet potatoes was still in the possession of the carrier and delivery had not been made, the party to whom offered having refused to accept, an agreement between the carrier and plaintiff commission firm to which the bill of lading had been assigned, for transportation to another point, etc., is merely a modification of the original contract, and hence where the original contract was interstate and the agreement was made with the initial carrier, such initial carrier remains liable under the Carmack Amendment for the negligence of connecting carriers; no new contract having been made. —*Warley Fruit & Produce Co. v. L. & N. R. Co.* Court of Appeals of Alabama. 84 South 311.

**Delay and Misrouting.**—Where shipper ordered routing over certain lines with a certain railroad as the last carrier, and the goods were routed so that they arrived over a different railroad, and shipper filed claim two months after shipment, and two months after filing claim goods were found, and shipper ordered them sent to another destination over a route specified by him, and they were so sent and lost, the initial carrier is not liable for a conversion of the goods because of the misrouting and delay, being only liable for damages caused. Where carrier misrouted shipment, resulting in great delay and necessitating a reshipment, shipper is entitled to damages growing out of the delay caused by the misrouting and damages sustained by reason of reshipment. —*Harrill v. Seaboard Air Line*. Supreme Court of North Carolina. 103 S. E. 21.

GERMANY's recent bids for rye in the United States call for payment in Bremen. Result no business.

## Insurance Notes.

To DATE 97 cities in the United States have taken action prohibiting the application of shingle roofs.

INSURANCE COMMISSIONER Bullion of Kansas has ordered 6.2% reduction in fire insurance rates in that state, to become effective June 13.

WHEN GASOLINE or acetylene are used for lighting purposes in an office, care should be taken to carefully note any provision which may be in the insurance policy regarding the use and regulation of such systems.

FREQUENT INSPECTION of electrical connections is necessary as a protection against fire. Recently published statistics indicate that about 6% of the fire losses of 1918 originated from poor electrical connections.

MILLERS National Federation committee millers mutual insurance recently announced for 1920-21 is composed of C. B. Jenkins, chairman, Noblesville, Ind.; H. B. Sparks, Alton, Ill.; H. S. Helm, Minneapolis, Minn.; L. S. Mohr, Kansas City, Mo.; Jacob Knauss, Evansville, Ind.

SPARK fires are numerous these days because of the low grade fuel used on many rail lines. Safety lies in keeping outside pipes clean. Weeds are a nuisance in cold weather because they may communicate fire. Keep the weeds down and "skin" the ground to a safe distance around the elevator. —C. McCotter, sec'y Grain Dealers Fire Insurance Co.

## Recommend Elevators in South Africa

Erection of grain elevators in South Africa was recently recommended by consulting engineer Littlejohn Philip after a thorough study of South African grain handling conditions.

He advises the erection of a terminal elevator at Durban to have a capacity of 42,000 tons and one at Capetown to have a capacity of 39,000 tons. He also suggests the erection of 71 smaller country elevators throughout grain producing areas.

General manager of South African railways, William W. Hoy, approves this scheme but advises the erection of only 34 country elevators at the present time.

GOODS of AMERICAN packing firms will be delivered to the German import department now that the matter of credit has been arranged. There are now about 250,000 tons of corn for bread in the warehouses of Hamburg, Rotterdam, Amsterdam and Scandinavia, which will be released immediately. In addition, negotiations have been opened for the purchase of 150,000 tons of corn for bread.

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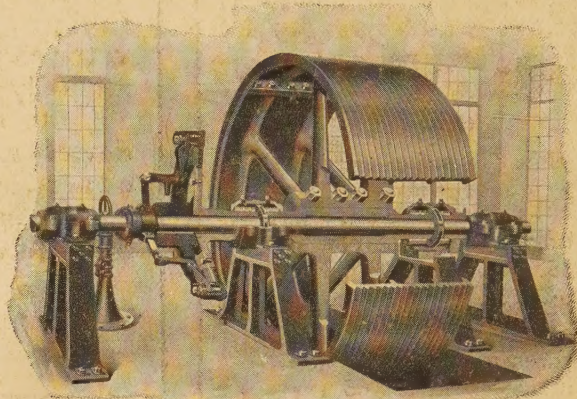


FOR THE ELEVATOR

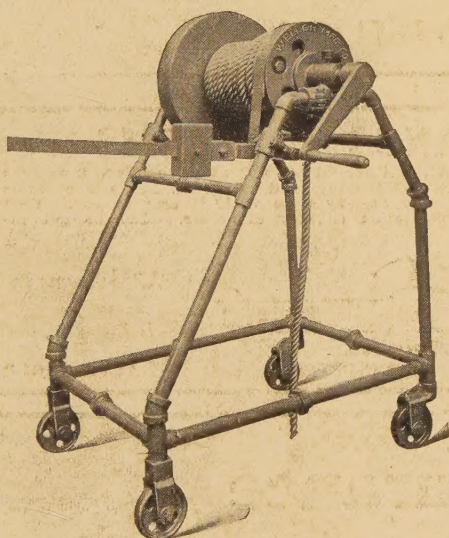
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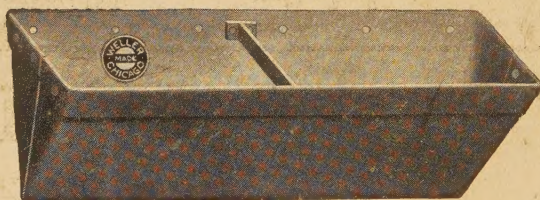
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